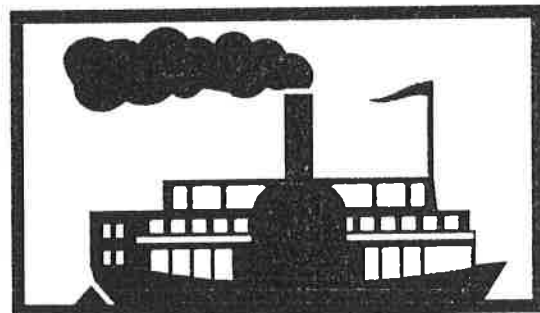
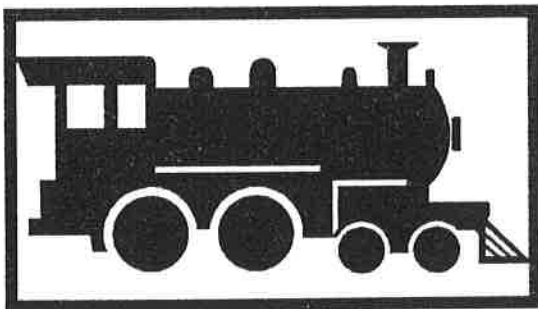
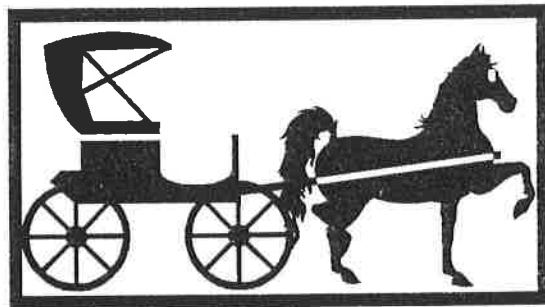


THE HERITAGE TRANSPORTATION PROJECT PHASE 1



LANARK COUNTY TOURISM ASSOCIATION
MARCH 1995

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ACKNOWLEDGEMENTS

The Lanark County Tourism Association greatly appreciates the assistance of the staff and management of Parks Canada, especially Irv Mazurkiewicz and Judy Sutherland, who brought this project to the tourism table. Without their knowledge, dedication and enthusiasm towards tourism and Lanark County, this vital project would not have come to fruition.

There are so many people from the community of Lanark County who gave freely of their time and knowledge to our researchers it is impossible to mention them all individually. It is through your community spirit that we will see a thriving tourism industry in our region in the not so distant future.

Sincerely
Lanark County Tourism Association

In the beginning, there were forests and rivers. Dense stands of virgin timber covered the land, a seemingly impenetrable barrier, broken only by great outcrops of rock rearing skyward from the Canadian Shield. A little further east lies the flat plain of the St. Lawrence Lowlands, mere millennia ago the floor of an inland sea. Thickly robed in a canopy of trees, the rivers and streams carve themselves into and across the fertile countryside, creating the lakes, ponds and wetlands that a plethora of flora and fauna call home. This is Lanark County, circa 1750, an empty stage awaiting the players of a great drama. The first settler swings his axe, biting deep into the meaty heart of a giant oak. The tree shivers and shakes, full of fear at this unfamiliar attack, listing further and further at each woody stroke, before succumbing with a great shriek of pain, crashing earthward at the ringing cry of "Timberrrrrr . . . ". The settlement of Lanark County has begun...

TRANSPORTATION PROJECT

THE HISTORY OF ROADS IN LANARK COUNTY

TRANSPORTATION PROJECT AREA 1

HISTORY OF ROADS IN LANARK COUNTY

including information pertaining to the Townships of Bathurst, Dalhousie, Drummond, Lavant, North Sherbrooke and South Sherbrooke

The first "roads" were Indian trails, portages connecting rivers and lakes, bypassing rapids and waterfalls. Early explorers called them roads or paths, while all they really were were openings in the forest wide enough to allow passage. The lakes and rivers were Canada's first highways. Most journeys were arduous and required great courage and hardiness.

Early settlers pitted themselves "against wild, beautiful, prolific Nature...carving their little farms from "the forest primeval", planting their own towns and cities at meeting-places of mighty waters, making highways of every lake and river and streamlet deep enough to bear up a birch-bark canoe." (Weaver, p.V) The difficulty for the settlers was twofold: first, the unbearably long and arduous journey to get to their "farm", and second, to carve their farms from the thick forest that covered the land.

The first settlers to arrive at Perth took several months to make the transoceanic trip and stopped at Brockville for the winter months.

After the winter was over, the course of operations in conveying the settlers and their possessions from "the front" is very effectively described at a much later day by David Kilburn, the son of a United Empire Loyalist, who had taken part in the War of 1812-14, and who was elected in 1828 to the Legislative Assembly for Upper Canada, as one of the representatives for the County of Leeds:

Soon after my return from the war, I commenced trade at Unionville, ten miles in the rear of Brockville, and I was also employed by the Commissariat Department in the settlement of the emigrants who first settled in Perth and vicinity in 1816. I forwarded all the families by wagons to the Bay [now the village of Portland] and had to cut a road the last three miles to reach the lake. Thence in a large scow, they were taken down the Rideau Lake below Oliver's Ferry to a deep bay above the mouth of the River Tay, then down on ox-sleds through the woods about a mile and a half to the Tay above (now) Pike Falls; then in another scow up the River Tay to the Depot - the present town of Perth. The same spring I was employed by the Government to purchase wheat, oats and potatoes for the emigrants, being sent to the settlement by the same route. I had sent forward provisions, the winter previous, by ice and roads cut between the lakes. The following autumn a road was cut by Peter Howard, M.P., from the present site of Toledo to Oliver's Ferry and Perth, nearly on the line now travelled. The two succeeding years after the beginning of the Perth settlement I had the contract for the transport of all the stores and

supplies made by the Government to the settlement - some five or six hundred loads. The first season the getting the settlers, their baggage, seed, etc., transported from Brockville to the settlement, cost the Government \$3.25 per hundred; the next two winters, the direct road being opened, it was done for from one half to three-quarters of a dollar per hundred. (Haydon, p.42)

The First "Road" and the Settlement of Perth:

On March 12, 1816, plans and sketches were made for the settlement of Perth by Superintendent Alexander McDonnell, Captain Reuben Sherwood (head of surveying) Joseph Daverne (clerk of the military depot) and one or two advisors. A trail northward to Perth from Brockville was marked out by McDonnell and a Colonel Cockburn and work was begun to clear the trail. "Sherwood stated he would cut a road through before the first sleigh arrived. By the 26th March he had blazed a trail from Perth's "Depot" to a point on the Rideau Lake now known as Port Elmsley, a road which would later link the Perth settlement with the community of Merrickville"(McGill, p.15)

This road of Sherwood's, really a cart track through dense bush, could hardly be called a road by today's standards. When we say road, we mean wagon or cart track, over rocks and hills with grass in the middle, not the flat, well-drained, hard packed, paved, secondary or gravel roads of today.

Nevertheless, during the spring and summer of 1816:

steady traffic proceeded along the route set by McDonnell and Cockburn. The incomers travelled by wagon north from Brockville some 26 miles to the Stone Mills at the eastern end of Upper Beverley Lake in the Township of Bastard, then north to the Rideau Lake 12 miles further near the present village of Portland.

From here they were conveyed down the Rideau by a scow, owned by an old settler named Linsey. From a bay above the mouth of the Pike (Tay) Creek they travelled by ox-sled through the woods about a mile and a half to a point on the Pike above Pike Falls. Another scow took them up the Pike River to Perth. (McGill, pp 15-16)

The settlement of Perth commenced on the 18th of April, 1816. The distance from Brockville to Perth was 42 miles, "21 of which is an old-fashioned and good road; the remainder is a road recently cut through the woods, and is good for the passage of wagons" (McGill, p.22). The majority of the Brockville-Perth road was constructed by a Captain Fowler, chief of the Perth settlement. He was widely praised for his exertions in opening this communication," by which a great saving in transportation has taken place".

Others, however, were not so effusive in their praise for his endeavour:

The road for the first seven or eight miles was nothing more than an avenue cut

through the extensive forest where the traveller had to pass over rocks, and wade through swamps and to surmount all the inequalities of the ground in its natural condition...

The thing that strikes that attention is the unevenness of the surface. There are of course natural inequalities in the surface, but the principal cause of it is the rooting up of trees by the wind when they tear up a large lump of earth with them. Some of these trees have fallen such a long time ago, that they are entirely rotted away, not a vestige of them is to be seen, and nothing remains but a hillock of earth and a hole by the side of it. (Skeleton, p.111)

At this time, it must be remembered, Perth was extremely isolated, with the closest large settlement being Brockville to the south. Joining the two towns was a road which, even in a day of inferior highways, was regarded as "execrable":

We have the word of no less a personage than Bishop Jacob Mountain, who travelled from Brockville to Perth in 1820, that "all the roads which I have described before were turnpike and bowling green to this. Roots, rocks, sticks, stumps, holes and bogs - these were the component materials of the roads. The journey was divided into three equal stages of about seven miles, and each of them, exclusive of baiting, took us three hours. The holes, however, and the sloughs are, of course, much worse in the wet season and travellers have sometimes been obliged to leave waggon and horses sticking fast till they could procure a yoke of oxen to pull them out. An Irishman in the service of Major Powell, of Perth, being asked by his master how he had got along upon the road (with a waggon) replied that he had got along pretty well, for he had found bottom at every place but one!" If the trip from Brockville upon a stagecoach involved such difficulties, what must have been the effort required to move heavily-laden waggons over the same route? (Morgan, The First Tay Canal, p.104)

Still, by 1827, this road was a veritable highway:

Nothing that I have seen since I came to America, surprised me so much as the quantity of traffic I witnessed on the road between Brockville and Perth. I am pretty sure that I do not overstate the matter when I say between these places we [saw] from 150 to 200 loaded sleighs. These were in general [driven] by a yoke of oxen each; some [] four oxen to one sleigh: and a small number were [driven] by a pair of horses each;... These sleighs were loaded generally with oak staves and grain; a few had barrels of potash, for which articles a market is always to be found at Brockville and I am rather inclined to think, however, that the carriages at the time we passed was greater than usual as the sleighs we overtook bore no proportion to those we met: neither did we on our way home see so many as we did on going. (Turner, 1984, p.6)

W. and J. Bell, twin brothers and businessmen in Perth in the early to mid-1800's, had major difficulties sending anything overland along the Perth-Brockville road. "In mid-November, 1840, the Bells wrote to a Montreal merchant house that "our Tay Canal is out of order and for

some months we have had everything to cart out and up to the Rideau Canal over a horrible road which is now totally impassable so that we cannot send anything." (Turner, 1984, p.73) This was in 1840, more than twenty years after the first settlers arrived in Perth.

The first Perth-area settlers took location along the Scotch (or Town) Line. Roads evolved along township lines, transforming from early trails and cart paths to better-constructed, well-maintained common roads. A bridge was built across Pike Creek (later renamed the Tay after the river in Scotland) near the site of the government storehouse in the settlement of Perth. Superintendent McDonnell noted in a letter that " The price of labour here is out of all reason in consequence of the difficulty of transporting provisions". (McGill, p.17) This was in large part due to primitive nature of the roads at the time. This would change as roads were improved and as more people arrived in the area.

The difficulty of transporting materials, goods and people in Lanark County was caused early on by the sheer volume of trees in the dense forests of Lanark County, so dense that as one writer puts it, "through which the sun never penetrated". (McDonald, 1822) Roads were no more than "narrow avenues" through the woods.

Roads were opened initially by cutting of trees and brush, but often the stumps were not removed and remained as obstacles to teams of horses. Travel, except in cases of extreme need or holiday, was limited and local.

Lanark-on-the-Clyde

The first settlers bound for Lanark Township arrived at Quebec City in mid-September, after leaving on the 11th, 12th, and 14th of July aboard the transports Dorothy, Baltic Merchant, and the Atlas. Thirty families from these ships reached Brockville and wintered there.

Lanark-on-the-Clyde was a central place for newly-surveyed Townships of North and South Sherbrooke, Dalhousie, Lanark, Ramsay, and Huntley.

The traditional story is that when the emigrant settlers came in from Brockville past Perth and on to the river Clyde in the south-west corner of the Township of Lanark, over an almost-impassable road, crossing the Mississippi on scows, and finally drew up at the hill overlooking the site of the village then and now, a sign, hung upon a tree in the forest greeted their expectant view - Simple and direct as it was: "This is Lanark". (Haydon, p.89)

Each man settled at Lanark received the following: "a felling axe, a pick-axe, a hammer, two files, a flanders kettle, a frying pan, two gimlets, a reaping hook, a bill hook, a broad hoe, a narrow hoe, two sets of hinges and a special set of iron hinges, a latch and lock with key, a pitchfork, a set saw, a hand saw, a spade and scythe." (M.V.C. Report History, pp.9-10)

In 1818, a military depot was set up at Richmond and a "government" road was built to link it with the Perth Depot. The 1830 Road and Bridge Bill of the Upper Canada House of Assembly provided 1100 pounds for the construction and improvement of roads in the Bathurst District: Perth to Richmond - 500 pounds, Perth to Lanark - 200 pounds, Perth to Harvey's Mills (Pakenham) - 100 pounds.

Another reason for the construction and maintenance of certain roads, mainly early on in the settlement process, was as a chain of defense against another American invasion, especially in the years following the War of 1812. Stagecoaches ran from Perth-Bytown, and vice versa, through Franktown by way of Richmond. This road, the fourth line of Beckwith, was one of the earliest to be constructed in the County. It was soon converted into a corduroy road and served to link the military settlements of Perth and Richmond.

Early roads improved slowly from blazed trails to wagon tracks. "The first trail out of Perth northward to Lanark was built to set up another Government storehouse and carry the Lanark Society settlers and their belongings to the Lanark Depot and then to their land locations." (McGill, p.118). This trail was cut through the forest in 1820. This first route northward to Lanark went along the east side of a black ash swamp above Armstrong's Corners to a point between the 7th and 8th Concession of Drummond. Here it was possible to cross over the swamp and continue to McIlquhan's Ferry across the Mississippi River. This was the first route taken by Lanark, Dalhousie, and Ramsay settlers. This first road to Lanark was built over 14 miles at a cost of 200 pounds.

A second road was opened from Armstrong's Corners in a north-easterly direction, passing through Prestonvale and Ferguson's Falls towards Clayton.

All roads, except Government-sponsored ones, were constructed by statute labour, with each individual settler responsible for the stretch of road running along his property. Community and clergy landholding's required a combined effort by volunteers to build the roads which passed by .

The Perth Road, now famous and portions of which are still in use, linked Perth with Pakenham to the north and Kingston to the south. By the date of completion of the Rideau Canal, the Perth Road was in decent shape in most places (but not all) and had comfortable inns along the way.

Windfall trees were the prime impediment to movement along roads through the wilderness. As one traveller put it:

The neglected state of the roads in this county often disgusts the traveller, and illustrates the proverb, what is everybody's business is nobody's. I have seen a large tree, blown down by the wind across the road, lie for several months while all passengers had to climb over it or go round till the time of performing the statute labour arrived, which is

only once a year. Tolls on roads here are unknown. They would not be endured by ignorant people, who would rather break their waggons on a bad road where they pass toll-free than pay toll for a good road. (Skeleton, p.154)

Road Improvement:

Blazed trails and beaten tracks eventually were replaced by corduroy roads. The Lanark-Perth road was the first corduroy road in the area. Corduroy roads were constructed by laying tree trunks side by side. Often, they were split in two lengthwise with the flat side down, providing an extremely uncomfortable, jolting ride for passengers. The term "corduroy" is a French word meaning "cloth of the King" - Cord du Roy.

Corduroy roads were certainly hard on travellers, as depicted in this poem by Carrie Munson Hoople from her book Along the Way:

Half a log, half a log,
 Half a log onward,
 Shaken and out of breath,
 Rode we and wondered.
 Ours not to reason why,
 Ours but to clutch and cry,
 While onward we thundered.

By 1835, the settled population centres of Lanark County had improved their road network both in quantity and quality. The interior municipalities and settlements, however, had not made so many improvements. This is again due in part to the rugged nature of the local topography, with alternating high rock ridges and bogs and swamps in the low-lying areas. For example, there were three bridges which had to be constructed in the space of three miles on the Lanark road.

The first improvement over corduroy was the "common" road, made of dirt, with no artificial base, but was properly drained and ditched, built up in the centre. The worst holes were filled with stone, to save becoming mired in mud and clay. In the early days, the original road allowance (66') was deemed to be inefficient, requiring too much backbreaking labour and effort. Thomas Roy, a civil engineer, recommended a 48' right of way, 38' for the road itself with two 5' ditches on either side.

In 1815, the Macadam road was developed in England. It consisted of a firm base of large rocks, on top of which were placed layers of increasingly smaller and smaller stones, with crushed stones on top, all of it bonded together with stone dust and water. The Macadam road did not become common even into the 1890's in Lanark County because of the cost and effort required to crush and haul stone.

Plank roads were developed because of the surplus of cheap lumber. They provided a surface which was fast, hard, easily maintained and cheap (at the time) to replace. Planks were laid down and usually covered with layers of soil. White or yellow pine was considered best and lasted longest. Today, it seems almost criminal to waste trees in this way and yet in the 1800's trees were the most abundant vegetation there was, and indeed were a nuisance to farmers and travellers alike. Stages could average 8 mph on a good plank road. The average team could pull a heavy load 30-35 miles per day. They were never closed by mud, clay, wet weather, or snow.

Over time, macadamized roads became more economical, because of increases in lumber prices as trees became scarce, and as improved technology brought easier methods to crush and haul stone and gravel.

Plank roads were introduced to Lanark County in 1850. The idea was lobbied for and brought about largely by the efforts of Charles Rice, a local entrepreneur who was soon to become editor of the *Perth Courier*. A company called the Plank Road Society was formed, and improved roads using funds from "public subscription and local council aid". (McGill, p.121)

The first plank road to be constructed ran from Perth to Balderson's Corners, which is present-day Balderson, along the division between Bathurst and Drummond Townships, and was extended to Lanark Village in later years. John Gillies supplied the 3" planks at a price of \$12/1000 board feet. Another plank road was built from Perth to Port Elmsley.

Stagecoach Travel

An "Elegant stage with four horses" arrived in Perth from Brockville during the Winter of 1830, prompting the beginning of bi-weekly mail service winter and summer by the Brockville and Perth Mail Stage. Mr. Norton of Prescott, a most "spirited and energetic individual", received this first contract with the Deputy Postmaster General.

Winter Travel

Snowfall meant time for drawing wood and logs for heating and construction. Hay, oats, or wood which was to be sold was delivered at this time to the buyer. When lakes and ponds froze over, ice was harvested to supply the ice house. Settlers often had more leisure time in winter and it was easier to travel the roads. Enjoyable times were had racing over snow-covered roads behind a fast horse in a sleigh or cutter.

Later on, the people who owned the first cars in the area didn't drive in the winter; they put their cars up on blocks and horses took over the roads again until such time as the roads became passable for cars again.

"Where once there were corduroy roads, toll roads, and tracks through the "bush", Lanark now has fine paved highways and many tourists travel this way through the year. Many of us will

remember the toll gate and Mr. and Mrs. H. Buffam, who were the last tollgate keepers in Lanark." (Jamieson, p.139)

In North Sherbrooke, much of the "Transportation was not by motor car, but by democrat or wagon drawn by horses. Great pride was taken by the farmers in having beautiful horses full of pep and action." (Geddes, p.28)

McDonald's Corners, a relatively small village, became an important centre for travellers going from south to west (Geddes, p.67). As land was gradually cleared and settled, the village became a crossroads, a meeting place for farmers and their families. To this day, McDonald's Corners still has two stores, which is uncommon for such a small village.

Vehicles

Some commonly seen vehicles included the lumber wagon, made with wooden axles with metal around it and a "spring-pole" seat. The "Jumper" was aptly named; it was used for travelling over extremely rough ground. Possibly the most impressive pioneer vehicles were Conestoga wagons, introduced by German settlers in South-Western Ontario. Similar to boats, high on the side and low in the middle, arched over with wooden bows, with cloth stretched over top. They were very heavy and heavily built. There is little mention of these wagons being used in this area.

According to all sources, early modes of transportation:

...were rude and slow. "Jumpers" and "stone-boats", made alike from the wood that grew so abundantly everywhere, and drawn by one or a pair of patient oxen, became the general purpose vehicles throughout the settlement. A four-wheeled "buggy", when first introduced, excited almost as much interest and curiosity as an airplane in our own day. (Haydon, p.170-171)

Traffic Laws and Toll Roads:

The first traffic laws were quite simple: landowners adjoining the road had to mark the road, usually using evergreen trees and branches, during the winter. Landowners were liable for extreme penalties if they did not fulfil these responsibilities.

Toll roads continued in some areas until World War I, and one remained in operation in Sarnia until 1926. Stagecoach was only way of quick travel and communication over larger distances, until the railway.

The Abolition of the Tolls:

from a newspaper article, name and date unknown

As announced in our issue of last week the toll gates between Perth and Lanark, Perth and Fallbrooke and Perth and Manion, have been abolished and after last Monday travel on these roads will be free, the same as on the other roads in the county. Years ago, when the townships through which these roads passed, were sparsely settled, and the residents could not afford to pay towards making and maintaining roads, private parties and companies procured possession of the roads, and maintained them, deriving their revenue by charging a toll from each traveller. This system was carried out continuously up till Tuesday despite the objections and agitations carried on as regularly and persistently as the tolls were collected. The opportunity presented itself to get rid of the tolls by the County buying them and assuming them as part of a system of county roads. This task was undertaken and engineered by our township and County Representative, Mr. J. M. Rogers, who laid the whole scheme fairly before his colleagues in the County Council, and although the opposition at first was strong, the council being almost unanimously opposed to it, Mr. Rogers succeeded eventually in convincing a majority of the members that his plan was the best for the county. The struggle leading up to the final act when the county council decided to adopt a system of leading county roads and to abolish the toll gates, is well known to our readers, and it remains now for the county council to successfully carry out the plan laid down.

The first step in the County road system was to abolish the toll roads, and this has been done. Already the benefits of free roads have been noticed in Perth, for last Tuesday farmers from Bathurst and Drummond, along the line of the old toll roads were in Perth by the dozens, and quite a few strange faces were seen in our stores the first time in years. The bargains, range of goods, the quality of the articles and the keen competition for the trade impressed the new purchasers, and they went home well pleased with their purchases and carried a favourable impression of our merchants and their method of doing business.

The toll roads are now a thing of the past and farmers living at a distance along the old toll roads will quickly see the advantages of coming to Perth to do their buying and selling.

September 2, 1903

Notes of Elphin Visit:

The following passage was written by Harry Budd about his last trip East in 1939. He died December 10, 1944:

Our last stop, overnight on our trip to Elphin was at Pembroke on June 11th. We could have made Elphin all right as we had not driven very far that day, but it would be better to wait and come in next day. Also we knew the road from Renfrew would be somewhat hilly and crooked to driving on roads of this kind, it would be wiser to wait for daylight.

We left Pembroke some time around 8 o'clock and got to Renfrew about 9:30 am where we had breakfast. From here I phoned to the folks at Elphin that we would be there in the afternoon. After leaving Calabogie, we found the road very hilly and winding,

also very narrow, but well gravelled and the track very smooth, but they have not been kept brushed out to the fence on each side, but the trees have been allowed to grow out close to the wheel track. As I had never been familiar with this road I did not notice it so much as after passing Watson's Corners, where I was more familiar with road.

From here on I was very much surprised to see so much brush left between the fences and the wheel tracks. There is very little change in this road except some places they have blasted off some corners of rock to make the road some wider. The old town Hall is still there and I see very little change from Watson's Corners to McDonald's Corners, except that the bridge at the foot of the lake is very much shorter and built of steel over the actual river, and the low ground on the north side is all filled with stone.

The same remarks about the road from McDonald's Corners, apply to Elphin, trees growing close to the road at Findlay McLean's, that old limestone commons is nearly all covered with bush. Peter McDougall's sugar bush young small trees. At Brookside you cannot drive through the creek to water your horse for trees growing in the drive way.

Some clearance has been made at the site of the old Cheese Factory as they had a saw mill there for a few years cutting elm logs. Coming up to Haddon Wilson's field next to L. Brownlee's sugar bush this pasture field is pretty well grown up and is now of very little use for pasture.

As we come along through Elphin to Snow Road we see very little change, some corners straightened some, till we come to Wilson's Hill. A lot of earth has been taken from the top cutting it down and putting it at the bottom. Alex McDougall's swamp has now all grown up with cedar and tamarack where he was cutting hay with the mower when I left in 1912.

After we pass the old Gilmour place where Gordon Brownlee now lives, we see quite a change. The building of dam for the Hydro at the High Falls has flooded all the land east of the road. The Hydro people told the residents if any one wanted wood to help themselves, with result this is all cut down and is a mass of stumps standing in the water. I expect this was done in the winter on the ice. They raised the level of the water about six feet, and now there is no rapids at Richard's and much deeper water above Richard's up to the Flat Rapids.

I have been on up to Ompah and east through Canonto and in to Lavant, and it is almost unbelievable how good the roads are. They are as hilly and crooked as ever although many small changes have been made, but they are very heavily gravelled and perfectly smooth, where once you could hardly drive a loaded wagon safely.

The hotel at Ompah is just the same coloured paint as forty-seven years ago, maybe the same paint. The pump in front of the door as of old. The horse-stable at the west end of the yard has been torn down but the open shed still stands, and Chas. Dunham is the proprietor.

Near Ompah the Hydro High Power lines pass here going on west to Toronto. There are three sets of wires about twenty-five yards apart and all the trees and bush are cut off the ground leaving a clear space of about two hundred yards, leaving an open space clean across the county.

They also run east of the High Falls to connect up with other hydro plants making

a complete network.

Coming in by Snow Road to Mississippi is quite changed. There is nothing now at all left at the Bob Allan mill, not even a house of any kind. There does not seem to be very much change at Mississippi. W. Geddes does not keep nearly as large a stock as did Isaac Allan. The road, which we used to call the Gully Road, is also well gravelled and during the past week there was several hundred yards of gravel put on, commencing at the boundary line and continuing down the road to the Sherbrooke road, and on down to nearly opposite Gordon Brownlee's gate. This was given a very heavy coat.

From Elphin to Maberly the road is very little changed. A slight change at the Weir place where they cut straight across after coming down the hill in front of the house instead of going around the turn. There is also a slight change on the bridged hill, before coming to the Highland Line, but all are small changes, but this change cost about \$3,000.00.

This is the road mostly travelled by anyone from here going to Perth. At Maberly they stride the Highway No. 7 which was the old Grand Trunk Railway, and is paved from Toronto on east through Perth. Being an old railroad grade, it is very level and makes an ideal road. The distance from Elphin to Perth by this road is only one mile more than by Fallbrook and much more of it is Government. The road by Balderson, Fallbrook, McDonald's Corners and Elphin to Maberly is a county road and is kept in repair by the County. All the other roads are maintained by the township. Most of the gravel for Sherbrooke roads comes from pits at Jas Izatt's, R.J. Balfour's and Jas Smith's.

The hay crop is very good this year, but they say not as good as last year. Quite a lot of alfalfa is grown and a lot of corn, but not as much corn as a few years ago as some silos have not been filled the last few years, and not as much grain grown as used to be and quite a few do not thresh at all.

I notice quite a difference in the manner of trading at the store here as now there is no wool, calf skins, hides of pork or beef traded in. These are all bought up by dealers who travel the country in a truck and pick this up direct from the farmers. They also pick up fat calves, cattle, sheep and hogs and load them in a truck, so there is no driving of cattle like formerly. There is no butter brought to the store and most farmers buy their butter from the cream truck which calls around two or three times per week for the cream. The only cheese factories now running this side of Perth are Ardock, Fallbrook, and Balderson. As for the egg situation, there are hardly twenty dozen per week brought to the store. The only eggs Peter ships are a few which do not come up to the Class A Standard when he candles them. The good ones are all sold locally and he never has enough to supply the demand.

The Hydro has been a great help as McDonald's Corners, Elphin, Snow Road and Mississippi now have electric lights and many of the farmers also, and they also use it for power for sawing wood, washing, grinding and all kinds of such as running cream separators, etc. There is a concrete dam which replaces the old wooden one and is about in the same place but runs straight across instead of curving like the old one, consequently the output is about where the turn in the slide used to be. The Power House is right at the foot of the old slide and the water is conveyed to it by a huge pipe ten feet in diameter

made of wood out of about 4x6 timber.

Bobbie Geddes is in charge of the Power House and he has three operators W. Nichol, Gerald Gordon and Archie McKay, and Jack Trombley is the outside man.

Bobbie also regulates the flow of water by putting in and taking out stop-blocks in the upper lakes. The operators all live in houses built on the north side of the river and a splendid road leads down to the cottages. We were not allowed into the power house as the Government has forbidden it since the dynamite scare up by Toronto. Eddie Miller used to work here but has been transferred to Smiths Falls, on the same work.

As I said before, this dam has raised the level of the water at the 3rd line bridge by about six feet.

A number of the houses and outbuildings have had to be re-shingled and these are all galvanized iron. The houses with squares and the outbuildings with long corrugated sheets. Nearly every store has a gas pump at the door.

Through the villages on the county road they spread a white substance called calcium chloride very thinly and this keeps down all dust and binds the gravel and prevents washboarding. The road looks as if it had a light shower of rain, and one coat will last about three years. I am told this costs about \$100.00 per mile, but it is worth it.

I see a lot of cordwood cut and piled along the roads even up by Ompah. This is taken by trucks in the fall to Lanark, Perth, Almonte, Carleton Place and even to Ottawa. It is all good sound body wood and all hard wood.

The trucks play a large part in the hauling. Logs are now sent to the sawmill by truck in winter and a lot in summer. They are hauled out of the bush to open ground and loaded on trucks. I saw large elm logs being taken by truck from Alex McIntyre's to Herron's Mills, making two trips a day.

A sawmill was built in Canonto on the trout lakes by Waite Bros. and it seems they must have got some of the old Gillies limit as Mr. Waite said they had about nine thousand acres, some of which was well timbered, and they use trucks right into the bush taking out logs and wood.

Wm. Balfour has quite a large plant on Thos. Rutherford's land behind Parks. He has a saw, planing and shingle mill. One summer he ran day and night, cutting logs in the daytime and shingles at night all lighted by electricity produced at the mill.

Jack Geddes, Billy's youngest son, has a pen of 38 silver foxes, and has been in the business for about four years. He has his pens on the flat across the track from the station.

TRANSPORTATION PROJECT AREA 2

HISTORY OF ROADS IN LANARK COUNTY

including information pertaining to the Townships of Montague, North Burgess and North Elmsley, the Town of Smiths Falls, and the Village of Merrickville

It is generally believed that the first trail in this area was blazed between Merrick's Mills and Brockville as early as 1797.

The Birth of Montague

In 1791, rules and regulations were set forth for the creation of new townships. It was stated that all roads and streets must intersect at right angles and that all township roads were to be sixty feet wide. The surveyor of Montague, Elmsley and Burgess was William Fortune. Marlborough Township was already established (surveyed) and Fortune moved westward from there. The road allowances which Fortune had surveyed indicated that the Township was envisaged as a grid consisting of two mile square blocks. John Stegeman followed William Fortune as surveyor. William Fortune's original plan of the checker board assignment of lots failed. It was based on the ideal situation of having separated land owner would be responsible for their own frontage. Unfortunately the government had made a number of large grants of land in Montague to individuals who neither lived in Montague nor even intended to reside there. (Lockwood, p.54)

Road Funds

An 1830 Road and Bridge Bill of the Upper Canada House of Assembly included measures to provide 1,100 pounds for the Bathurst District, and the same amount for neighbouring District of Johnstown. Bathurst District road funds were spent on roads from Perth to Richmond (500 pounds), Richmond to Bytown (200 pounds), Perth to Lanark (200 pounds), Perth to Harvey's Mills (Pakenham) (100 pounds), and Richmond to Huntley (100 pounds). (Brown, p.214) Until 1842, when the District Council Acts came into force, the Magistrates of the Courts of Quarter Sessions controlled the funds for road construction. An act was passed in 1849 whereby joint stock companies could be organized to build roads, and could charge tolls for the use of the roads and bridges.

Statute Labour

The government introduced the concept of statute labour in 1793, compelling landowners to contribute up to twelve days of labour a year for road and bridge construction. This idea was sound but the sparsely populated areas of Upper Canada made road construction in these areas very difficult. Each settler was responsible for the road in front of his own land. In addition to ordinary overhaul, construction and repair, the landowners had special duties during the winter months. They were instructed to work the course of road with poles. Other duties included beating down the snow

banks in front of each farm, removing ruts and ridges on the snow-covered roads and having cattle trample down snow to make wagon and sleigh travel possible.

The first stage in road-making was to blaze a trail through the woods, following an old Indian path or taking the line of a survey. One of these early trails led through the woods from the vicinity of Maitland on the St. Lawrence to Merrick's Mills as early as 1800, and by 1818 a branch of this road crossed the Rideau at Kilmarnock. "In the years 1817-18, the Quarter Sessions granted \$200 for construction of a bridge at Kilmarnock. The people came forward and subscribed in a liberal manner to the undertaking, which was completed by Ezekiel Rose and Charles Vandusen. Unfortunately, it was swept away the next spring." (Lockwood, p.83)

The more travelled route to Perth was cut north from Brockville, but divided into two before leaving Elizabethtown. The longer route was described in March 1816 as an excellent road as far as Stone Mills (Delta), and although the remaining dozen miles to the Big Rideau Lake was not so good. The shorter route from Brockville went through Elmsley and Kitley and was a much poorer road.

The well-known Rev. William Bell voyaged from Brockville to Perth in 1817. His diary entry reveals that he travelled for the most part through thick forest via a poorly-marked trail blazed through the forest.

Mail Delivery

Between 1817 and 1822, all mail for Lanark County came via Brockville to the Perth Depot. Despite numerous logistical difficulties, a stagecoach arrived at Perth from Brockville on the winter roads in January 1830, inaugurating a bi-weekly mail service. (Brown, p.214)

In 1832, delivery of mail presented the usual problems. "Roads were often impassable, post offices widely separated, and settlers' visits to postal centres infrequent. At Perth the regular post office hours were from nine to five on week days, but on Sundays, for the accommodation of the country people, the post office was at one period open from nine to eleven and from half-past one to half-past two. To further facilitate delivery, centres such as Perth and Bytown published lists of the names of those for whom they were holding letters. Even this did not ensure that letters reached their destinations." (McGiffin, p. 88)

By 1846, the stage travelled three times a week to Brockville. The road by this time was very well-maintained; it was the main transportation artery linking Perth with the outside world and handled a large volume of traffic.

Richmond Depot

When in late 1817 plans were being made to set up the Richmond depot, military officials decided to bring supplies in from Richmond Laundry (downtown Ottawa) to Richmond via the Richmond Road (between 1818 and 1822). By late 1818, a line road was cut from Richmond to

Perth. (Lockwood, p. 56) A Beckwith supply store was established during the winter of 1818-19, at the site of Franktown.

Types of Roads

There were three main types of roads in the early days of settlement:

- 1) Royal Roads - main road or highway
- 2) Communication Road - gave access between Royal Roads
- 3) Mill Roads - roads built at the order of the Seigneur

The Royal Roads were constructed 24' in width with a 3' ditch on either side. Communication Roads were built 8' in width with a ditch on either side for drainage. Mill Roads, a more primitive and less well-maintained type, were not built to any strict standards.

Patterns of Settlement

Eighty-five percent of the 1818 emigrant group settled in the District of Bathurst, compared to forty percent of the 1815 emigrant group. Numerous others of the 1815 group settled in Burgess and Elmsley which were then part of the District of Johnstown. By midsummer of 1821, 1,800 emigrants came to Lanark County. They came by boat to Prescott, from there to Brockville in wagon and on foot, then up the road to Perth and Lanark.

For the majority of Lanark County inhabitants, life was emphatically a rural experience until late into the 19th century. Most families who lived outside of Perth, Smiths Falls, Carleton Place, Almonte and Lanark village were engaged in agriculture during the summer and earned extra income from the Ottawa Valley Timber industry during the winter months.

In the early years of settlement in Lanark County, some settlers stayed on their farms for a long period of time, and their descendants remain in the area today. On the other hand, some Lanark residents stayed in the county for periods of less than twelve years, due to hardships suffered during settlement, loss of family members to accident and disease, and opportunities opening up elsewhere in the Dominion of Canada.

Some early settlers created capital for the development of their farms by floating timber down the Rideau to Hull. Prosperity by mid-century was more centred on the production of wheat. Wheat was difficult to cultivate, so many farmers turned to dairy farming which in turn led to the establishment of cheese factories during the 1870's. Farming was difficult in the northern townships of the County because the poor roads made it very difficult to transport crops and goods to the water transport and grist mills provided by the Mississippi and Rideau Rivers.

The Perth Road

Leeds County Road # 11 is located one mile south of the junction of highway # 42 near Westport. The Kingston and Perth Road Company was formed in 1852. The Perth Road was surveyed in 1852 to encourage settlement of the isolated townships lying between Kingston and Perth. It was begun and completed as far as Loughborough Lake in 1854 by the Kingston and Perth Road Company, whose President, Alderman A.J. Macdonall of Kingston, was a law partner of John A. Macdonald. Though passable over its 50 mile length as a winter road by early 1855, the road was still largely incomplete by 1859-60, when lawsuits brought against the Company resulted in the disposal of its property at sherriff's sales. Maintenance of the road was taken over in 1874 by the provincial Crown Lands Department and ultimately by the counties through which it passed. (Historic Sites of Ontario, p.346)

Smiths Falls and Area Roads

The first concern of contractors Rykent, Simpson and Adam's at Smiths Falls was to make the town accessible to other centres by building roads. James Simpson, upon arriving in Smiths Falls, removed Abel Russell Ward's saw mill to construct a dam for the Canal and with about twenty men and teams of horses opened a road from Smiths Falls to the Perth-Bytown road intersection at what is now called Gillies Corners, a distance of about eight miles. Simpson with his workmen constructed roads toward Perth about nine miles, and they improved a road toward Merrickville of three miles. They also cleared a road to Dack's Tavern on the post road running from Perth to Brockville, and a road west to the Rose Settlement in Montague Township. The Road heading south out of Smiths Falls was known as the Brockville Road and later Brockville Street; the road heading west (south of Basin) was known as Oliver's Ferry or First Rapids Road, then London Mill's Road, then Lombard's Corners Road and eventually became Lombard Street. The west road was initially called the Perth Road then changed to William Street in honour of William Simpson. The north road was called Carleton Place Road or Beckwith Street. (Lockwood, p.146)

About 1837, plans were made for a road from Brockville to Smiths Falls to be called the Victoria Macadamized Road after young Queen Victoria. Ten years later, only five miles were completed near Brockville. A by-law was passed in 1847 by which 600 pounds was to be set aside to pay the interest on 10,000 pounds loan. Work on the Victoria Road was not completed until 1852. Highway 29 follows this route.

In February 1842, some 63 inhabitants in and around Smiths Falls petitioned the Johnstone District council at Brockville. They stated that the road leading to Perth needed to be altered in many places. With Smiths Falls shifted over under the jurisdiction of the Bathurst district in 1842, late in 1843 the Reverend George Romanes headed up another petition to the Bathurst district council at Perth. There was growing clamour in the larger region for good roads linking the locales south of Smiths Falls with the vast lumbering regions in the north on the upper Ottawa River. This road would pass through Smiths Falls and Carleton Place. Just as the route of the road between Smiths Falls and Perth needed to be straightened, over the protests of North Elmsley and Drummond farmers, so too the Bathurst District council in the late 1840's prepared to open a more direct line of road between Smiths Falls and Carleton Place that bypassed Gillies Corners and instead went straight

through Franktown. Smiths Falls inhabitants felt no particular need for a road linking them with Kingston or Ottawa, as they had the Rideau Canal.

A road through Merrickville could very well make that village draw forwarding business away from Smiths Falls. This made Smiths Falls inhabitants reject the idea of building a good road to Merrickville. Also at this time, there was a cooling of the considerable interest in 1849 to form a joint stock company to build a plank road from Perth to Smiths Falls. A man by the name of James Shaw tried to get a good road built to make Smiths Falls the main port of Perth rather than Oliver's Ferry. A joint stock company built a plank road between Perth and Pike Falls (later Port Elmsley), but the remainder of the road to Smiths Falls employed regular construction with a corduroy causeway over the swamp northwest of the village.

Maitland-Merrickville Road

One of the earliest roads in Augusta was one going north from Maitland to the fifth concession where, according to an 1812 map, it curved easterly then north again as far as the seventh concession. This was the beginning of the Maitland-Merrickville Road. In 1835, the Upper Canadian House of Assembly granted seventy-five pounds for the construction and improvement of this road from Maitland's Rapids (Kilmarnock) to Beckwith, through the township of Montague.

Brockville-Smiths Falls Toll Road

One of the first improved roads planned to reach Lanark County was macadamized toll road from Brockville to Smiths Falls in 1837. The Upper Canadian House of Assembly resolved in 1937:

"That it is expected to authorize His Majesty's Receiver General in this province to raise by way of loan, a sum of thirty thousand pounds, for the purpose of Macadamizing the road between the Town of Brockville and the village of Saint-Francis (temporary name for Smiths Falls)." (Lockwood, p.117)

Construction was not finished until thirteen years later. An extension to the north was proposed and considered at a December meeting at Franktown in 1852. This road was barely started by the early 1840's. This was due to the fact that there were already plans being made for the construction of a railway through the County and, consequently, County funds went towards the rails instead of the roads.

The continued development of the Perth settlement marked the beginning of commerce between Montague township and other newly emerging towns. New roads began to link the centres of Perth, Prescott and Brockville to the Townships of the Rideau. These roads were not always well-maintained, even into the mid-1800's.

A traveller journeying from Carleton Place to Smiths Falls via Gillies Corners in 1853 described the wretched road between those two centres. He observed that the road nearly all the way

is a tunnel - a tunnel cut through the dense forest - and that the thick forage approaches close on either side.

Road Construction

The winter transportation that was possible over the snow roads or on the ice of lakes and rivers was, in fact, one of the main sources of the rapid prosperity of the country. Lumbermen often transported their timbers to the water over the frozen roads of winter. It was a general policy in early years to use the roads only in winter and to depend on water transportation during the navigation season.

The general development from the corduroy road hinged upon the clearing and drainage of the surrounding land. It was difficult to construct ditches in the early years of road building because of the lack of tools available. As settlement advanced and government aid became available, the "common road" emerged as the first development over corduroy. The common road still had no artificial roadbed, but it was drained by ditches, straightened and hills were somewhat levelled off. During the period of 1825-1850, the toll road was introduced into Upper Canada. These involved ploughing and scraping earth to the centre of the road. Many of these highways were gravelled and others planked.

Plank roads appeared to be the answer to the bad condition of roads in and around the major population centres, and in the beginning, they worked well. As long as lumber was cheap and readily available, plank roads provided a cheaper alternative to macadamized roads. The plank roads proved to be a failure because of the constant and expensive repairs which were required and which became overly expensive. Much of the damage sustained by plank roads was caused by frost-heaving.

Toll roads of gravel or plank construction were common in Upper Canada, and the road companies which controlled them were authorized to collect tolls. In general, these joint road companies placed tolls every four or five miles. Turnpikes and toll road became increasingly popular after 1825. However, the joint stock companies in charge of these highways spent as little as possible on the upkeep and spent next to nothing on road maintenance. The result was an angry public who were required to pay in order to travel on the terrible roads.

Oliver's Ferry after Oliver

When Archibald Campbell took over the lease of the Ferry, the Rideau Canal gave the ferry an added purpose as a wharf site. Archibald died in 1834 and his wife Elizabeth continued to operate the ferry. The townspeople of Perth felt a need for a bridge at Oliver's Ferry to maintain their economic standing. In 1859, a petition was sent to the provincial government asking for aid in order to erect a bridge at Oliver's Ferry. The exact site of the bridge was decided in 1869. The bridge, which spanned 525 feet, was built in 1874 by the Department of Public Work with the support of the Town of Perth. The town had to pay 1/5 the cost and had a hard time paying. (Lockwood, p.105)

In 1854, the government embarked on a ambitious road building program which resulted in the construction of more than twenty roads with a total length of more than 1,000 miles by 1875.

The Tourist Industry

The "tourist industry", which in modern times depends largely upon the highways, has been continually increasing in importance with the building of improved roads. During the five years ending in 1930, \$1,303,491,000 was expended in Canada by tourists.

Licenses and the Highway Patrol

Licences for motor vehicles had been around since 1903 but the earlier ones were tags rather than plates, and cost \$2.00. By 1925, licence plates similar to those in use today had yellow figures on a black background. Drivers licenses were not needed until 1927. Early drivers licenses were purchased for \$1.00 with no examination and the only requirements were to be 16 years old, have continuous driving experience for more than six months, and no disabilities.

By 1925, registration fees went up considerably. A passenger car of 50 horsepower or more cost \$31.00 for 4 cylinders, \$36.00 for a six and \$41.00 for an 8 or 12-cylinder vehicle. 1925 also marked the first year for gasoline tax, at 3 cents/gallon.

The first highway patrol officer was appointed in 1907 and by 1925, there were three general officers and 43 motorcycle officers, all employed by the Department of Highways. In 1930, these officers were transferred to the OPP.

Concrete sidewalks later began to replace wooden boardwalks, providing better safety and the ability to clean the sidewalks in winter with a horse drawn plough. A speed limit of 10 mph was set 1905 to control automobiles operating within the incorporated towns and villages. The speed limit was 15 mph on all county roads.

Speed Traps

Although OPP officers did not resort to speed traps, many municipal constables did. The most ingenious method was the "spiked plank trap". A board studded with nails was thrown on the road in front of a moving vehicle. The distance it would take for a driver travelling the speed limit or less was carefully marked off ahead of time. If the driver could avoid the plank by stopping in time, he was obviously not speeding, but if he hit the plank, he not only wound up with a speeding ticket, but usually at least one flat tire.

Another method used by early police officers was for two constables, placed 1/10 of a mile apart to clock each car using a stopwatch. Considerably more difficult was stopping the vehicle, by either plank method or by stretching a chain across the road between two sturdy trees.

Transportation Project Area 3

History of Roads in Lanark County

including information pertaining to the Townships of Beckwith, Darling, Lanark, Pakenham, and Ramsay, and the Towns of Almonte and Carleton Place

The Earl of Dalhousie's Visit

The ninth Earl of Dalhousie, who succeeded the Duke of Richmond as governor general when the latter died of hydrophobia, made a visit to Beckwith in 1820. "Dalhousie's remarks during the Beckwith segment of his trek offer an invaluable record of conditions in southern Beckwith only a few years after settlement began:

After breakfast this morning we left Richmond and arrived here at Beckwith about 2 o'clock, 17 miles. If the road yesterday was bad, this of today was a thousand times worse, in fact no road at all. The first 5 miles we were aware was thro' a swamp & we sent our servants & horses with baggage before us, accompanied by guides & axemen to help them through the difficulties; ...Cockburn, Burke & I followed on foot, scrambling like squirrels along logs laid lengthways to one another so as to form a footpath, but only single logs; it required a long stick or balance pole to assist us, for in many places the slip of a foot would have taken us to the middle in black moss mud. At Serg't Vaughn's we stopt half an hour to cool after our very hot walk thro' the swamp, truly devoured by mosquitoes & black flies. After that we got on horseback, & when we again met the wet places in any of them a mile long we dismounted, & tying up the bridle reins let the horses go their way, two men being always on to stop them when thro'. It was really astonishing how they got thro' the deep holes & spreading roots of immense trees without breaking their legs; I rode a strong horse...that picked his step most sagaciously & marched thro' boldly, tho' up to the saddle girths. It was curious to observe the other horses, when by accident they were foremost, litterally trembling with fear, they constantly stopt & waited untill my horse took the lead & then they followed freely as if confident all was safe.

Dalhousie perceived the horrendous travelling conditions to be a major impediment to the development of the military townships." (Lockwood, pp.21-22)

"One of the early roads in the north of Lanark County was opened in 1821 by Josias Richey, government deputy surveyor to give access from Lanark township to "the Grand Falls in the Mississippi in Ramsay" for the original settlers there. Across the middle of that township it follows the southern edge of the broad Precambrian ridge of Wolves Grove, on a course which for centuries had been a trail for Indian hunters." (Brown, 1984, p.33)

Franktown

"The influx of settlers in 1818 spurred government officials to provide more convenient access to supplies for Beckwith settlers. By late October of that year, deputy Quartermaster General Colonel Francis Cockburn reported that a track was being opened between Richmond and Perth, running parallel with the southern boundary of Beckwith:

It is on this road [Cockburn noted], and as nearly as circumstances will admit in the centre of the township of Beckwith, that a provision store is to be built.

The road will be sufficiently opened in the course of a month to admit of the sleighs passing over it during the winter, and I would earnestly recommend that an expenditure of three or four hundred pounds, exclusive of two or three months' rations and rum, might be allowed for the payment and subsistence of about eighty men to be employed in making it passable for waggons during the summer...

[W]hen this road is opened and a provision store built in Beckwith, each of the new townships [Beckwith and Goulbourn] will be equally eligible for a settlement, and thus a very large proportion of land will be anxiously sought after which the settlers have hitherto been averse to being placed on.

The road for which Colonel Cockburn perceived a great need was not yet built, but a Beckwith storehouse was constructed in the winter of 1818-1819. In September 1819, the village of Franktown, named somewhat jocularly in honour of Colonel Francis Cockburn, was surveyed around the storehouse on Lots eleven, twelve and thirteen in Beckwith's third concession...The name of Franktown in all likelihood was bestowed by local settlers who were grateful for Cockburn's attempts to ease the burden of obtaining government provisions. The district surveyor, Josias Richey, placed the name of Franktown on his 1819 plan of the village, but as late as 1826 government officials and agents preferred to refer to "the village of Beckwith". (Lockwood, p.18)

Earliest Roads in Beckwith

"Despite its isolation in the midst of the forest, despite the swamps and thin cover of soil, Beckwith only six years after settlement began had three to five times the population of any of the Rideau townships that had been open to settlement for a generation." (Lockwood, p.26)

Some of the earliest roads in Beckwith were built by those living outside the township who desired access to the mills, water, and existing roads within the township. Some of the early roads included: road from Freer's Rapids [Innisville] in northern Drummond to Morphy's Falls [Carleton Place] built in 1826; roads connecting Huntley road in Ramsay with Morphy's Falls, road connecting Sumner's Corners [Ashton] to Appletree Falls [Appleton], and other road improvements and re-routings took place from 1826-1840.

A road from Smiths Falls to the Bytown road, at Lot 3 in the second concession of Beckwith, created the conditions for the rise of the hamlet of Gillies Corners.

By 1832, there were four main roads criss-crossing Beckwith Township: Perth to Bytown, Maitland (on the St. Lawrence) to Arnprior (on the Ottawa), the ninth concession road, and a road from Tennyson to Morphy's Falls then along the eleventh line towards Bytown.

During the early 1840's Beckwith inhabitants complained of "numerous portages occasioned by falls and rapids where cargoes so heavy in proportion to their value as flour and salted provisions as well as the canoe which transported them are obliged to be carried over steps and unimproved roads, which doubled the price of the provisions." (Lockwood, p.118)

Presented with the difficulty of navigating the Mississippi, and with most farms located inland, Beckwith inhabitants were anxious to gain better transportation to Bytown and the Upper Ottawa Valley. Some of the earliest roads were built from points outside the township by people who wanted access to the roads or mills already existing in Beckwith. Hence in 1826 there was a road from Freer's Rapids (later Innisville) in northern Drummond to Morphy's Falls, because the mills of Hugh Boulton were closer than the mills at Perth. Similarly, between 1826 and 1840, the district magistrates approved roads connecting the inhabitants in the western section of the Huntley road in Ramsay with Morphy's Falls, and from Sumner's Corners (Ashton) to Appletree Falls (later Appleton), and spent district funds rerouting the Perth to Bytown road through Franktown, and revising the route of the road between Morphy's Falls and Franktown.

Some roads were opened by private individuals who hoped to attract business to their nascent centres. In 1827, for example, James Simpson of Smiths Falls "came on with about twenty men and with teams, and we opened a road from Smiths Falls to the Bytown Road" at lot three in Beckwith's second concession, giving rise to the hamlet of Gillies Corners. By 1832 there were four main roads in Beckwith. The road from Perth to Bytown and the road which crossed it at Franktown running north from Maitland on the St. Lawrence to Arnprior on the Ottawa were joined by a road along the concession line, and another route which angled north from the future site of Tennyson to Morphy's Falls before heading east along the eleventh line toward Bytown.

Roads in Beckwith District were as bad as anywhere else in the Bathurst District, and there were many stretches of corduroy road with round cedar logs laid crossways side by side to traverse swampy sections. The growing number of roads and paths through Beckwith reflected the pressing need for farmers to get their crops to market, but the quality of roads remained abysmal. The only improvement to the road between Franktown and Morphy's Falls in the quarter century following its construction in 1824 was the fencing of land on either side. (Lockwood, pp.119-120)

Beckwith farmers continued to haul their produce to Perth. Some produce would be shipped still further south but the cost of hauling crops along the road from Perth to Oliver's Ferry by ox-cart was high:

The rapids and portages of the Mississippi left the farmers of Beckwith and store keepers at Carleton Place with no alternative but to use the rutted roads which they

described as being in a "Desperate and Impassable state...by which teams [sic] from the Back Country from Carlton Place and Pakenham could with the greatest Difficulty get through with their Merchandize" to depots along the Rideau. At the same time that the Tay Canal fell into disuse in the mid-1840's, there was a push by regional inhabitants for an extension of the Victoria Macadamized Road (which began construction from Brockville to Smiths Falls in 1837) northward to the Ottawa River. A public meeting at Carlton Place in July of 1845 sought to call the attention of the provincial board of works to the necessity of building a macadamized road from Smiths Falls through Carleton Place and Pakenham Mills directly north to the Ottawa. The province rather than the local inhabitants should fund such an ambitious thoroughfare, it was argued, because the Bathurst district paid large sums into the provincial treasury in the form of timber duties. The route north from Carleton Place had been established by the early 1830's, but the road was upgraded and straightened in a piecemeal fashion by the district, and later by the County Council from the mid 1840's to mid 1860's. (Lockwood, pp.120-121)

Arthur Lang - Early Settler

In the 1800's, Arthur Lang was one of the six hundred Glasgow district passengers sailing from Greenock on the Earl of Buckinghamshire. With his wife two sons and four daughters, he settled on the east side of the Mississippi River near Almonte, there he lived until his death in 1849. Upon arrival at Prescott the eighteen hundred men, women and children gradually were conducted in wagons and on foot to Brockville and on the rougher roadways from Brockville to Perth and to Lanark Village. (Brown, 1984, pp.33-40)

On July 19th Arthur Lang noted: "I set out for Ramsay Settlement to pick out 100 acres, but after six days of hard labor, travelling through swamps and untrodden paths, through woods, I had to return without land, and now I have to do the same thing over again." (Brown, 1984, p.40)

The Election Scene of 1820

William Bell, writing of the pending election of 1820, had these comments to make on the election scene:

At this time sleighs loaded with both men and women were coming in on all hands, when Malcolm Cameron's horses...took fright and ran off with the sleigh, and after throwing out the passengers galloped along the crowded street, the people clearing off, at both sides...Their cries, and endeavours to stop the horses, only made them gallop the faster...When they came to the stone bridge, where there was a small turn, one of them was, along with the sleigh, thrown over into the creek...

"The owner, in passing me, observed that there was very little damage after all, but the loss of the tongue."

"I told him that the loss of a tongue was no trifling affair at any time, but at an

election, when tongues were so much in request, and so busily employed, it was a very serious misfortune..." (McGiffin, p. 79)

Road Blockages

Following a complaint in April 1836 that one of the lumber companies, Ridle and Hines, had blocked the road leading from the Indian River to Arthur Nugent's, the Board of Commissioners held a special meeting and conducted an inquiry. On oath the witnesses testified that the "nuisance" on that part of the road was caused chiefly by the Company's men making timber near it. William Clark, the pathmaster, stated that he had warned Mr. Hines to get the road cleared but it had not been done satisfactorily for the passage of sleighs. Mr. Hines, who was present, admitted he was to blame. The commissioners therefore levied a fine of 30 shillings to defray the expense of clearing the road and to pay the constable's fees. They agreed, however, to allow Mr. Hines to perform the work, and he undertook to have the nuisance removed within three or four days.

During the same spring (1836) timber belonging to Messrs. Nagle of Ramsay damaged the bridge at Pakenham Mills: "it was resolved "that the Township Commissioners to be appointed be authorized to call upon Messres. Nagles of Ramsay to demand the sum of ten pounds currency for damage done to Pakenham Mills Bridge by the breaking away of their timber in the spring of 1836". (McGiffin, p.95)

Statute Labour

"Under the system whereby each inhabitant was required to give a stated number of days' work on the roads, as directed by the pathmaster for his section, an amazing amount was accomplished. Orders given to pathmasters in this period indicate how serious the Commissioners considered the problem of road maintenance." (McGiffin, p.96)

Log-Hauling Routes

At a later period, and perhaps as early as the 1840's, [log] hauling routes were well defined. Roughly, one road came down from the vicinity of lots 16, 17, and 18, Concession 6, through Lots 18 to beyond the 10th Concession and southward between the 11th and 12th lines to the valley behind cemetery hill in Pakenham Village. The road then ran down this valley to the river; the logs were deposited on the ice of the Bay to await the break-up. The lower part of this road also served a lumber camp in the vicinity of Lots 15 and 16, Concession 10. Another road came from a lumber camp situated about Lots 13 and 14, Concessions 7 and 8. It proceeded southward through a valley and turned northeast to follow (approximately) the borders of Lots 12 and 13 and join the first roads behind cemetery hill. Everywhere in the township logs were being teamed out by road or, in spring, were afloat on the numerous streams. Timber from Indian River poured into the Mississippi - a stream already carrying a heavy freight from its upper reaches. And, of

course, the logs from the fabulous pineries of the Madawaska, Calabogie Lake, and Constan[ce] Creek passed through the extreme north corner of Pakenham Township by way of the Madawaska River.

All the timber from the upper Mississippi had to pass through the slide at the falls at Pakenham Village. It would not be surprising if the teacher in the log schoolhouse had trouble keeping small boys in school when a drive arrived in the Bay. Slides had a tremendous fascination; and where slides to accommodate cribs were a necessity it was a thrill of a lifetime to ride the cribs and be drenched with spray on the wild ride. Accidents at the slides were, unfortunately, all too frequent, and in July 1841, at Fitzroy Harbour, George Buchanan was a victim. He had gone down to his slide to inspect some repairs that had been made and while standing on a boom watching the cribs of timber descend he was struck by an oar. (McGiffin, pp.117-118)

Charles Rice' Walk

"Charles Rice from Drummond in December 1835 went to work:

as book keeper with Aaron Chambers, who had a lumber shanty, taking out oak timber near Peter McArthur's [lot 16, concession 7]...He started on foot and walked to Franktown, fifteen miles [from Perth], and arrived there at dark only to find that he had five miles farther to go to reach the shanty, through a section of country and bush roads that he knew nothing about; but by following closely the directions given him, he succeeded in finding the place some two or three hours after dark. Chambers had hired him to keep his books, and on Sunday informed him that besides keeping the books he would have to cook for the men and chop the fire-wood. This he refused to do, and on Monday morning left the shanty and footed it for home." (Beckwith, p.116)

Transportation in the 1850's

Transportation in the 1850's was a strange mingling of the old and the new. At the beginning of the decade, oxen were still in use but were being supplanted. On land, wagons and sleighs with teams of horses did all the long distance hauling; on the waterways, all sorts of craft from canoe to steamboat were pressed into service. The rivers, too, were still vital to the timber trade and in this decade some 15,000 pieces of timber passed through Pakenham Village annually en route from the upper reaches of the Mississippi to the Quebec market.

Transportation systems were becoming well established and, summer and winter, travel was undertaken with apparent nonchalance. In 1850 Adam Currie, now operator of a "new and commodious" inn in the centre of the Village of Pakenham, was offering to convey passengers to and from Bytown three times a week, from December 20, during the time of sleighing. (McGiffin, p.171)

Road Networks in Pakenham Area

By the middle of the decade Pakenham Mills was the hub from which the township roads radiated. From the west side of the bridge over the Mississippi, one road ran south to Ramsay Township and Snedden's, for many years a favourite stopping place on the ninth line. From Snedden's, the road is said to have crossed to Bennie's Corners, then along the eighth line past the mill on the Indian River to the tannery hill and either straight on to Carleton Place or left to Almonte. This seems reasonable, for the deep gulleys on the ninth line between Snedden's and Almonte would be a formidable obstacle to early road building and a hard haul for the heavy loads that had to be transported with teams and wagons.

From the west side of the river, one road went northwest from Pakenham Mills toward White Lake, through the settlement established by Robinson's people. Another went north toward McNab Township to serve the settlers in that area; and from this road a fork branched northeast not far from the Mills and led to Arnprior, home of the Laird of McNab. Settlers in Fitzroy Township who were close to the border of Pakenham also traded at the Mills in the 1830's and for many years thereafter. They were served by a road that crossed the Mississippi by Andrew Dickson's mills and proceeded up Owen McCarthy's hill above the Bay. This road led, eventually, to Bytown on the one hand and on the other to Fitzroy Harbour where, after the death of Andrew Buchanan and the failure of the firm at Arnprior, George Buchanan was operating slides at the Chats Falls. Still another road ran along the east side of the river, southward through the area settled by the Timmons and Needham families, to Almonte.

In the closing years of the decade, on Sundays, and particularly on the Quarterly Meeting Sundays of the Methodists and Presbyterians, any of the settlers might be seen trudging along these roads. In their journeys to the various meeting houses, most of them passed through Pakenham Mills. Early on Sabbath mornings, from the northern section of the township, came the MacVicars, the Russell family, and the Scotts - past the Anglican church, the tiny cemetery, and William McAdam's. Acquiring additional numbers at the Carswell house overlooking the falls, they descended the hill, passed the schoolhouse and proceeded along the road by the river on their way to the Methodist chapel and the Auld Kirk on the eighth line of Ramsay. In the south end of the township they were joined by the Dicksons and the Comerys. From east of the Mississippi came the Needham and Timmons families, following the road that wound down the hill and through the stacks of lumber and gleaming sawdust piles where Dickson's mills lay in sabbath silence. And from the White Lake road on the west side of the river came the Greens and the Steens, also bound for the Anglican church on the twelfth line. (McGiffin, pp.90-91)

Winter Activities

"Winter was the real social season in the bush. During the cold months the farmer might bundle his family into a sleigh and visit friends or relatives for days at a time. Or he might take in the activities of the nearest village - the annual freeholder's meeting, the soirees that were a feature of this decade, or the intellectual treats that any village of the times provided." (McGiffin, pp.141-142)

Pakenham in the 1850's

Life around the village [Pakenham] was becoming increasingly complex, and the changes are mirrored in the multitude of matters that came up for the attention of council during the 1850's. This body was, of course, still much concerned with transportation facilities. In other parts of the county the talk was now of plank and macadamized roads and of toll gates; in Pakenham Township the chief concerns were repairing existing roads and establishing new ones, inspecting and repairing bridges, and removing fences from road allowances. In Pakenham Village mud (and consequently drainage) was the major problem. Muddy roads were not peculiar to Pakenham and a well-known story of mud-plagued villages was told and retold in the Valley. The Pakenham version ran as follows:

A visitor to Pakenham was wading along muddy Graham Street when he noticed a man's hat lying in the road. He stooped to pick it up and found a man's head underneath. When he attempted to extricate the unhappy victim, the submerged man implored him, Hold on, stranger, my feet are caught in the stirrups! (McGiffin, p.155)

Country Visits

"For the country woman, there was the rare visit to Pakenham Mills, a journey made on foot with a basket of eggs for barter at the store. Or, the more fortunate woman might travel on horseback with the basket slung over the saddle horn. The Lizars [sic] describe such a journey over the roads of the day: "The way led over causeways formed of tree-trunks, from nine inches to two feet in diameter, where the moist swampy places demanded such. The logs were not square nor flattened, nor even straight; sometimes so far apart were they that any four-footed beast was in danger of broken limbs. But Canadian quadrupeds were early accustomed to dance on beech and maple, so that ere they reached their second year they were expert log-walkers." (unknown author)

After Hours at the Carleton Place Fall Fair

The bad roads had the good effect, of hastening the departure before dark, of persons who had a few miles to travel; to which, together with the influence of the Sons of Temperance throughout the country, may be attributed, in a measure, the absence of the usual amount of drunkenness and brawls. The streets would have been perfectly quiet by nine o'clock, had it not been for the rehearsal of that detestable game of Jockeyism, after dark, in which about thirty or forty fellows get collected together, with as many old nags, fit for nothing but the tan-yard, and try to overreach one another. This would be comparatively harmless, were it not for the excess of oaths and obscene language called forth in the trade; as the value of the animals traded at that time of night, is pretty near equal, and the whole funds in possession of the crew, who are traders, does not, likely, exceed twenty dollars. (McGiffin, p.164)

Pakenham-Bytown Stage

By 1850, transportation systems in and around Pakenham were becoming more and more developed, allowing easier freedom of movement on the roads both in summer and winter. A stage ran from the village of Pakenham to Bytown and return. The stage left Pakenham on Mondays, Wednesdays, and Fridays at 7 a.m. and left Bytown Tuesdays, Thursdays, and Saturdays at 5:30 a.m. The fare in winter, one way, was approximately 5 shillings.

The Danger of "Spirited" Drivers

In Pakenham, there were few "pleasure wagons" - heavier vehicles still served for local transport, but in Bytown the day of the smart equipage was at hand. The use of spirited "drivers" had its dangers, however, and accidents were frequent. One such that occurred on Sapper's Bridge (Bytown) is typical of the times: "the pole straps broke, and the horses became unmanageable. The consequence was that the carriage was hurled with great violence against the log railing, and the inmates of the vehicle precipitated over the bridge - a height of about 15 feet...They were shortly afterwards sufficiently recovered to be carried home on litters. (McGiffin, pp.171-172)

American/British Friction at Perth

There were strains between American-born surveyor [Reuben] Sherwood and the British-born administrators of the Perth settlement. Late in November 1816 the keeper of the King's store and secretary of the settling department at Perth, Daniel Daverne, wrote to the deputy assistant quarter master general, complaining that Reuben Sherwood without the local superintendent's "permission or order [had] been employed laying out a road from the Township of Beckwith to the Settlement [of Merrickville] at Wolford". Sherwood denied laying out "a Road from Beckwith to the Settlements on the Rideau [as]...false," claiming only to have "purchased some pease[sic] for the use of the parties then five in number with me on that Township", and that he did not even mark the way he went. The allegation and denial marked the counter-revolutionary and anti-American vocabulary of the military settlement. (Lockwood, p.14)

Carleton Place

A Carleton Place report in 1851 states: "We have in common with nearly all parts of the country, suffering from the wants of good roads, and from an injudicious expenditure of our statute labor, that is until within these last three years. Since that time what has been done has been done well. Our streets have been lined with good and sufficient plank walks for foot passengers, and each year there has been part of the main streets macadamized." (Brown, 1984, p.216)

Lines of Communication in the Mississippi Valley

The Mississippi Valley needed communication lines as badly as any pioneer community had ever needed them. Much was done but until Carleton Place became the junction for two of the C.P.R. railway lines in later years, the people of the watershed never quite lost the feeling that they were always two steps behind other parts of the province in their communication routes with the world behind their own boundaries.

Over the years inhabitants blamed nature, the authorities and themselves for this state of affairs. For instance, the Clyde River was appropriately named because the Celtic word means "winding river". Inhabitants had to go a fair distance out of their way to cross it. In the 1830's, it was found necessary to put four bridges across it within the space of three miles in the vicinity of Lanark Village. The "rocky hillocks, Rocks and Swamps" that covered much of the area made passage over the roads difficult to say the least.

When repeated demands were made by local members to the Legislature did result in improvement grants, the general reaction was: It's about time. In 1845, when the "prosperous state of the Revenue" enabled the Legislature to appropriate money's for public improvements, 2,000 pounds was granted for roads surveys, including one survey from Perth to Beckwith, through Ramsay via Clayton (then called Bellamy's Mills), and on to Pembroke.

Perth-Pembroke Road

The Perth-Pembroke road was planned to be constructed 40 feet in width and largely followed the "present travelled road", such as it was, and was regarded as a great advance. However, other roads continued to be regarded as abominable. One writer suggested that one had only to spend an hour on the road which ran between Drummond and Bathurst to have all their senses duly satisfied of the necessity of some improvement being made. Some residents thought that the pioneer roads of 1818-1821 could be more easily travelled, as they at least had an underlay of roots and logs which was better than nothing.

Colonization Roads

In 1849, Colonel Andrew Playfair, one of those concerned with improvements, headed a Bathurst District special committee which petitioned the Lieutenant-Governor to allow the "new road leading from the Boundary line of the Dalhousie Township to the Madawaska River" to be used for bringing in new settlers who, in turn, would maintain the road. It was said that the road was of "great importance being the most western route to the great lumbering country...and thereby opening a short communication and outlet for surplus produce", and they suggested that the matter be attended to without loss of time. (M.V.C. Report History, p.41)

Plank Roads

In the late 1840's and 1850's, it was decided that plank roads, which were then much in vogue in the United States, would cure many of the ills inherent in corduroy roads. One estimate

of the cost of a plank road between Perth and Lanark was 3,600 pounds for plank, sleepers and labour. The method of financing such a road was to sell shares at the equivalent value of about \$5 to \$50. Over this particular stretch, a sawmill owner offered to take 300 pounds of shares "to be paid during the winter at any place along the line of road." There was plenty of support after the District Surveyor's report of November, 1849, stated that "roads through the District are almost impossible." Within a week, the local press reported that "schemes for our prosperity are rife, and plank roads are in every one's mouth, the idea has taken hold of many public spirited men in our community and plank roads we shall have."

There were meetings at Balderson for a road "from the Mississippi to the Rideau Ferry", and at Carleton Place for "a plank, macadamized or gravelled road, from Carleton Place to some point on the Ottawa River, or Rideau Canal, whereby the inhabitants of this part of the country, could have free access to a market, at all seasons of the year." Colonel Playfair took the opportunity of pressing his view by suggesting that three companies were necessary "on account of the conflicting interest: one for the Balderson road - one for Lanark - and one for the western route.

In 1853, the planking of the Drummond and Bathurst road and the Lanark and Drummond road was completed, connecting Lanark and Balderson with Perth, with the Gillies providing much of the planking at \$12 per 1,000 feet board. The Lanark and Drummond road's popularity waned in a matter of years, however. In 1856, a number of people were brought before the courts for refusing to pay toll charges when the roads were "next to impossible" in the winter. To pay toll on a good road, "it was generally agreed, very few people object; but to be compelled to pay on a very bad road, is rather a hard case. Nevertheless, for lack of an alternative, plank roads continued to be projected, generally over small distances as, in 1857, between Playfair and Balderson." (M.V.C. Report History, p.42)

Macadam Roads

The next development was the macadamized road, using a technique which had been known for 50 years: layers of small stones were cemented together with a mixture of stone dust and water. A variation on this method is being used today. It was first tried on the Lanark and Drummond road in 1862, after the road rights were brought by George Kerr of Perth. Between Lanark and Balderson there was a large swamp which became a lake each spring when the Mississippi overflowed, "Seriously injuring the section by washing away the loose earth forming its foundation." But Kerr's efforts at grading and rounding the road and laying it on "a most substantial bed of large boulders" above the high water mark effectively reduced its reputation as "the terror of travellers."

The roads did succeed in improving communication. In 1856, it was said to be "beyond dispute" that travel between Lanark and Perth "has increased a hundred percent since that road was made." Perhaps because of that, local inhabitants were then more conscious than ever that, up to this point: "This section of country has been as effectually hemmed in - as effectually debarred

from communicating with the commercial world as if it had been surrounded with the Chinese wall."

Colonization Roads Program

Although, the "colonization roads" program was hardly a success along the lines envisioned for it, the inhabitants of the eastern Mississippi Townships had few complaints about the gains that it brought to them. At the time of Confederation, the Lavant Road connecting Lanark and Snow Road was considered a great success, providing as it did communication to the west and north of Renfrew. Farmers as far west as Palmerston were then able to bring their produce to Lanark Village and Perth by a more convenient road than that which went by way of McDonald's Corners in Dalhousie. The Lavant Road was, said the Perth *Courier* in October, 1866, "an evidence of progress in the right direction." The courier also reported that "those acquainted with the hilly rocky section of the country through which it passes" would recognize that "considerable engineering skills has been exhibited in its construction". (M.V.C. Report History, p.43)

Road Infrastructure Program

Despite these limited, and for the most part long overdue developments, the condition of the roads in northeastern Lanark County remained deplorable until the 1930's when the Province of Ontario launched a major road construction/transportation infrastructure program in eastern Ontario in order to partially offset the negative effects of the Great Depression on the local economy. During this period modern roadways were constructed between most major settlements in Lanark County, including Perth and Maberly, which had previously been served by a series of back roads and foot paths that were impassable in the spring and fall of the year due to the prevalence of flooding, swamp lands and rock slides. The labourers who constructed this network of modern roads worked for an average wage of \$1.60 per day and moved from township to township within the region, in crews of 50 men or more.

TRANSPORTATION PROJECT

THE HISTORY OF WATERWAYS IN LANARK COUNTY

TRANSPORTATION PROJECT AREA 1

HISTORY OF WATERWAYS IN LANARK COUNTY

including information pertaining to the Townships of Bathurst, Dalhousie, Drummond, Lavant, North Sherbrooke and South Sherbrooke

The First Tay Canal

The Tay River is the second largest tributary of the Rideau River. It drains an area of approximately 176 square miles through Frontenac and Lanark Counties, within the 1581 square mile Rideau River watershed. "In spite of frequent rapids of a shallow nature and impending wetland's, The Tay River had been used as a conduit for travel and communications long before white settlement." (Turner, 1984, p. 2) As well as conveying the natives before white settlers arrived, the Tay conveyed the first settlers, mostly military personnel and Scots emigrants, to Perth Depot.

"The British Military settlement at Perth was established in 1816 as part of an overall government strategy for the defence of Upper Canada. Following the termination of the War of 1812, the British War Office sought a safe and secure supply route to Upper Canada from Montreal that would avoid the St. Lawrence border region with the United States. A strategy involving the fortification of Kingston, the establishment of military settlements on the Rideau corridor and a canal linking Kingston and the Ottawa River was considered necessary for the Province's security". (Turner, 1984, p. 3)

The Rideau Canal was postponed for financial reasons but the establishment of Perth went ahead, for it was believed that the military settlement would "provide a pool of soldiers and veterans capable of defending the proposed canal supply route, and that with immigration and economic development the corridor would become self-sustaining". (Turner, 1984, p. 4)

Reasoning Behind the Push for the Tay Canal

"A healthy boom atmosphere in immigration, commerce, agriculture and resource extraction combined with a landed elite drawing funds from trade, office holding and the military helped foster a local interest in public improvement. The construction of the Rideau Canal raised expectations in an era of canal building, and hope was raised that Perth could participate more fully in the east-west trade between Lake Ontario and Montreal. Citizens began to visualize a canal on the Tay River as a means to gain access to the Rideau, to free the public from the tortuous roads and to create a window of opportunity in a community very cognizant of its isolated location. With the evolution of Perth as a vibrant frontier town, the natural state of the Tay River became the object of criticism, scrutiny and speculation." (Turner, 1984, p.8)

The construction of a mill down at Fishing Falls, Barbadoes (now Port Elmsley) by the

Weatherhead family prompted the elite of Perth into opting for private company construction of the Tay Canal to ensure access to the Rideau River. As a result, the Tay Navigation Company came into being. "The Tay Canal was born not as a defensive adjunct to a military settlement but as a commercial enterprise promoted by a bustling frontier town". (Turner, 1984, p. 15)

"It may be mentioned in explanation of the name "Barbadoes" that Samuel Weatherhead, father of Alexander, had been born in that British colony which he left as a boy to adopt a sea-faring life. After numerous adventures, including capture by pirates, he made his way to Upper Canada and entered into business as a general merchant at what is now the village of Maitland, between Brockville and Prescott." (Morgan, p.111)

The first Tay Canal used private capital organized into a joint stock company, shares were issued and stockholders invested. This was a unique endeavour in that all other canals to this point (such as the Welland and Rideau Canals) were government funded and subsidized. It is interesting to note that only 843 pounds of the total money raised for the construction of the Tay Canal came from Perth residents.

The Men Behind the Tay Navigation Company

William Morris, a leading member of Perth's political and entrepreneurial elite, was the highest profile mover behind the Tay Navigation Company (TNC). He was also a Conservative member of Parliament and of the Legislative Council. He was a man to be respected and feared and it was his devotion to improved navigation on the Tay which was the driving force behind making the dream into reality.

The TNC was formed for the purpose of "securing to themselves and the public generally the enjoyment of an uninterrupted water conveyance to the markets of Lower Canada since there was no reason to hope that the Government will undertake the work at public expense". (Turner, 1984, pp. 19-20). The following people were also instrumental in forming the TNC: W.R.F. Berford, George Buchanan (Perth), John Ferguson, Alexander Fraser, Henry Glass, Henry Graham, Anthony Leslie, John McKay, Alexander McMillan, Roderick Matheson, William Morris, George Hume Reade, Josiah Taylor. Most of these 13 were part of the local Conservative power structure of Perth. Ten were magistrates, six were officers in the local military, five were merchants, seven were half-pay officers, and four were candidates for or elected as Conservatives to the House of Assembly. Three became legislative councillors and two became Senators after Confederation.

The TNC was incorporated by an Act in the Upper Canadian legislature on 16 March 1831. A board of directors was elected 26 April. Tenders for locks at Fishing Falls were to be let by 11 June 1831.

John Jackson received the tender to build Tay Canal. Initially, there were 2 types / sizes of locks: the "standard" size - 50' x 150' with a depth of 10'; and the "gunboat lock" size - 20' x

108'. The TNC chose to build the locks as "gunboat locks", the smaller size which were comparable with the locks at Lachine, an important link at the head of the inland system of waterways. Col. By and others of the Royal Engineers expressed their approval of the size and scale of the proposed locks. Boats 90' in length and 20' in beam would be able to pass through the locks.

Construction

By November 1831, Lock 1 at the base of the canal was completed, ready for gates and planking. Lock 2 still required two weeks of masonry work. Both dams at each location were complete. Work had also been begun at Lock 3, located at Weatherheads Mill. Fifty cords of stone had been excavated from the bed, and all the required sand had been acquired. The Jebb's Creek lock at Upper Rapids had not begun. Details on the lock at McTavishes or McVitties Rapids lock were not mentioned so it may be assumed that work had not yet begun.

Cholera and high water levels precluded completion of the Canal in 1832. The potential for flooding a considerable parcel of land resulted in plans for a fifth lock at McVitties. Locks 1, 2 and 3 were completed. Lock 4 was built of timber since the TNC could not afford one of masonry at that time. Lock 5, located at Jebb's Creek, was built of rubble masonry lined with wooden planking, like all others except Lock 4:

Thus it will be observed that the directors have erected 5 locks, 6 dams and waste weirs, 2 swing bridges, besides several embankments in order to render the Tay navigable to the Town of Perth for vessels of nineteen and a half feet beam and drawing 3 1/2 feet of water. (Barker, 1834, p.32)

The Tay Canal was said to confer "the benefits of a water communication with a populous part of the Province hitherto rendered almost inaccessible by the bad quality of the principal roads" (Turner, 1984, p.44).

Another dam was added, to ensure water supply all season long, at a "large lake" some 18 miles above Perth. The TNC also built the Perth Basin, storehouses at Perth Landing, and various embankments.

There were various estimates of the cost of construction on the First Tay Canal, each of which increased as time went on. In 1830, the cost to that point was 1000 pounds. In 1832, it had climbed to 3,000 pounds. In 1833, it was estimated to be 5000 pounds while in 1846 the estimate was 7000 pounds.

Locks and Mills on the First Tay

The dams were all constructed with timber slides, but it is unsure whether they were added later or at the time of first construction. The following is a list of the locks, their location, and

some details concerning their construction.

Lock 1 was located on the southern bank of the southern channel around the former island of Port Elmsley, one or two miles from the mouth of the Tay. The large wooden sleepers are still visible on the lock floor today, although the locks have long since vanished.

Lock 2, named "Pike Falls" or "Gemmill's Lock", was located 1/4 mile above lock 1 in the same southern channel around Port Elmsley. There was a new lock built here sometime between 1832 and 1854 by unknown builders between the old lock and the north bank. Still visible are the ruins of an old stone woolen mill. This structure was used as a refinery for granite after 1900.

Lock 3 was the Weatherhead lock, so named after the family who constructed a mill at the site prior to the commencement of construction on the Tay Canal. It was located 1/4 -1/2 mile upstream from lock 2. It boasted the largest lift at nine feet. Today there is little remaining evidence that a lock or mill was located at this site.

Lock 4 was constructed 1/2 mile upstream from lock 3. It was built around "McVitties Rapids" but was known as "McTavishes Lock". Plans for its construction were not in the original document. Once constructed, it held back water for 3 1/2 miles, helping to expand the Tay marsh. It was built out of timbers due to lack of funds. A channel was excavated some 50 yards in length in the northern bank to by-pass the rapids. Some stonework ruins are visible at present.

Lock 5 was located 3 1/2 miles above lock 4, 2 1/2 miles below Perth near the mouth of Jebb's Creek. The lock was known as Dowson's due to proximity to old Dowson homestead.

Original Perth Basin

The original Perth Basin on Cockburn Island was 160' by 120' with a wharf 40' wide surrounding it. Cockburn Island was originally reserved as area for public events and recreation as well as military training and agricultural fairs. "The Tay Navigational Company sought control of the island not only for the excavation of a turning basin for canal boats and a wharfage area for shippers and receivers but as a means by which capital could be raised to finance canal operations". (Turner, 1984 p.53) It was named after Colonel Francis Cockburn, Deputy Quartermaster-General at Quebec, former Superintendent of the Rideau military settlement.

"The new basin was faced round with stone wall of three feet in thickness and a wharf of forty feet. The basin was created 160' by 120', and two previously constructed swing bridges over the Tay gave access to Cockburn Island". (Turner, 1984, p.64)

Navigable Limitations of the First Tay

The navigable limitations of the first Tay Canal severely restricted its use and the many advantages of canal access to Perth were never fully realized on account of the

inefficiency of the system. At the time of construction two major setbacks of the Tay were unforeseen. One major problem was the inability of steamboats to navigate the Tay Canal which meant that slow moving canal craft could not be towed by steam power nor could the marshy shores of the new canal accommodate a tow path road. Forwarders would have to add personnel to canal boats to help row and pole or to man the sails. Time loss and extra wages increased the cost of transport.

Even more damaging, however, was the need for costly transshipment between Rideau Canal steamboats and canal boats capable of navigating the Tay. Although transshipment was not always necessary especially when steamboats towed their own barge to the entrance of the canal and then left it behind to go up the Tay, a large part of the trade did need this extra handling. As a result, facilities for handling the transshipment of goods developed at the base of the canal at Port Elmsley, at the mouth of the Tay River at Stonehouse Point and at Rideau Ferry. (Turner, 1984, p.66)

The problem of navigating the canal meant less business than expected, especially over the long run as alternative means of transport were improved and became more competitive. While the company was able to exact tolls on weight and measure, overall it lost revenue on account of its inability to prevent other forwarders from using the canal...Perth's own steamer, the Enterprise, was unable to navigate or tow goods on the canal, and the restriction of steamers meant decreased activity, efficiency and revenue. (Turner, 1984, p.67)

Steamers on the Tay

The Weatherheads built a steamboat in 1836 named The Tay to pass through locks on the Tay, Grenville and Lachine Canals to service trade to Montreal and Oswego and tow sawlogs to market.

The Union was the first steamship to arrive at the base of the Tay Canal. It docked at Port Elmsley 1 June 1832, which was as far as it could go. It returned frequently, making weekly calls. The Rideau stopped here in 1833 on a trip up and down the Rideau.

In the spring of 1834, the Perth steamer Enterprise made her maiden voyage. Her captain, William Richards, had her built for the merchants of Perth to run between Perth, Bytown, and Kingston. He was a native of Wexford, Ireland, and had a decidedly adventurous career:

At the time of the Irish rebellion, both his father and his mother were piked in their own house and he was saved only by the intervention of his nurse who claimed him as her own child. At the age of twelve he went aboard a man o' war and thereafter served in many campaigns in different parts of the world. He was through the naval battles of the war of 1812 and his ship formed one of the escorts of the "Chesapeake" when it was conveyed to the harbour of Halifax. Later, he engaged in thrilling skirmishes with pirates, slavers and the like in various seas and although in many hand-to-hand fights, was never

seriously wounded. When he left the Navy, Captain Richards invested his prize money in a schooner in which he traded, first in the Bay of Fundy and afterwards with the West Indies. He also engaged in ship-building and produced a brig known as the "William and Mary" in which he made several trips to the West Indies. On one of his return voyages, carrying a cargo of molasses and other goods, the "William and Mary" encountered a typhoon which put her upon her beam ends and caused her complete loss. Captain Richards and the members of his crew clung to the wreck until they managed to free a boat. In this they finally succeeded in reaching land, after many trying experiences. The loss of the brig also meant the almost complete failure of her captain, for the cargo was not insured. Upon his return to New Brunswick he gathered together what funds remained to him and with them purchased a plot of fourteen acres about half a mile outside of Perth, with a brick cottage erected upon it, where he and his wife spent the remainder of their lives. (Morgan, pp.115-116) He died about 1850.

In late May, 1834, the first Durham boat arrived at Perth from Montreal. On 18 September 1835, the first barge from Montreal arrived after a five-day journey. There was also a barge named Enterprise in use in 1834. For many boats, a typical trip from Perth to Montreal took anywhere from five to ten days.

By May 1834, the steamers using the Rideau Canal and stopping at Perth Landing included the Rideau; the Margaret; the Thomas McKay; the Enterprise; and the Toronto. By 1835, another steamer, Bytown, was making frequent visits to the Perth Landing. One barge dominated the Tay Canal, a scow or barge belonging to "J. Williams".

In 1834-1844, canal boats and barges based in Perth included the Enterprise, the Harriet, The Old Countryman, the Jolly Brewer, the Victoria, the Pride of Perth, the Perseverance, the Waterwitch, "J. Williams" batteau, "Duncan McTavishes" scow, "J. Robson's" scow, and "Montgomerie's" boat. Barges owned by companies outside of Perth included the Hope, the Dolphin; the Rob Roy, the Francis, the Emigrant, the Trader, the Jane, the Iroquois, the Mayflower, and the Clara Fisher.

By the end of the 1830's, Perth was thriving, the logging boom was about to peak, and Quebec had been identified as a major destination for the export of oak timber. Twice as much land was under cultivation in 1840 as in 1830. There was a two-thirds increase in population over same period.

Local entrepreneurs W. and J. Bell built the British Queen in 1841. She was of considerable size, 85' by 14 1/2'.

By the mid- to late 1840's, trade and navigation on the Tay had fallen considerably, due to high tolls and the necessity of loading and unloading goods at Beveridges since large boats could not come up the Tay.

The First Tay in Decline

The first Tay Canal declined and disappeared as a result of local factors and wider provincial trends. At the local level, limited navigability and a lack of Tay River watershed resources were related to commercial stagnation and the inability of a financially weak Tay Navigation Company to prevent physical decay of the locks and channel. Beyond the Tay watershed the lumber trade receded to a new frontier, western lands siphoned off marginal farmers and new immigrants, the St. Lawrence Canal diverted some Rideau Canal trade and competition from the Erie Canal challenged Montreal's ambitious metropolitan network. (Turner, 1984, p.109)

The TNC stopped shipping on the Tay in 1849. It was suggested that decay and weathering with no yearly repairs caused the locks to become "unsuitable" for further use in 1858. In 1865, the destruction of some locks occurred during the spring lumber drive. By 1866, all the locks were reportedly in ruins although the dams were still maintained by the TNC.

"Revival" of the Tay

On the 18th of September 1866, plans were put forward to use the Tay as a reservoir system to provide a more consistent water supply. This prompted renewed enthusiasm with the Tay Navigational Company and resulted in an examination of the Tay by Charles Legge, a civil engineer, at the request of Roderick Matheson, president of the TNC. His finding: revival and re-construction of the Tay canal could be accomplished with the expenditure of \$40,000. This "revival" never went past the planning stage for the next few years. The canal continued to be used to transport square timber and saw logs but little else.

The dream of the Tay Canal did not die, however, although perhaps it should have been forgotten: "That both canals were remarkable commercial failures is a reflection of the sometimes blind imagination of private and public enterprise." (Turner, 1986, p. 6)

Both the first and second Canals were water links to the Rideau "but the second canal was promoted less as a thruway for hinterland resources and more as a guarantor of adequate transportation facilities to attract expected industrial and manufacturing expansion in the town of Perth." (Turner, 1986, p. 7)

Economic Stagnation in Lanark County

From 1871 to 1881, the population of Lanark County increased by only 50 people - to 33 975. Similarly, in the town of Perth alone, the twenty years between 1861 and 1881 saw an increase of a mere two people, to 2 467. These population increases were microscopic, and were a sign of economic stagnation. This was soon to change, although not enough to ensure the continued economic success of the Second Tay Canal.

The C.P.R.'s Economic Boost

By 1884, the CPR had a line linking Toronto with Montreal, through Perth. Perth was seen as an ideal site for the construction of a CPR shop for the manufacture of railway cars. Accordingly, "The town granted the CPR twenty-five acres of land extending from the station to the Tay River. The company built twelve buildings to be used for manufacturing passenger freight, dining, kitchen and sleeping cars as well as flat and box cars for the CPR rolling stock". (Turner, 1986, p.14) This building and running of the yard employed between 200 and 400 men. It also created infrastructure changes and increased housing development and produced a rapid rise in the town's population., from 2 467 in 1881 to 4 101 in 1887.

"It was in two major areas - the promotion of industrial development around the future of iron smelting and the optimistic portrayal of the region's mining heritage, especially with regards to phosphate - that the idea of a [new] branch canal had its origins." (Turner, 1986, p.16) Promotion of the new canal, and the push for its construction, spanned the 1880's.

Ore "from the Playfair or Dalhousie Mine a few miles north west of Perth... was hauled by winter road to Perth, shipped by rail to Brockville and by canal and lake boat to Cleveland" between 1867 and 1871. (Turner, 1986, p.24) Some of the ore may have been barged down what remained of the Tay Canal. Mining was of iron ore, and of apatite, or phosphate of lime (which was used in fertilizer).

The Second Tay Canal

The second Tay Canal was planned in 1882. The old Tay Canal and the Tay Navigation Company did not come to a sudden halt, but simply wasted away into neglect over a couple of decades. James Hogg claims to have kept the timber slides, dams, and locks in good repair up to 1873 but then the company abandoned the river.

Henry D. Shaw, the last Secretary-Treasurer for the TNC, was to have signed over the rights of the charter granted the TNC to the government, "in order to preserve the easement now enjoyed and held by them as to over-flowing and the right to enjoy the water".(Turner, 1986, p. 2) However, when Shaw died in 1886, no such change over had occurred. The TNC was dead, and the new canal administration took over the Tay with no legal document to back up their claim. This was to cause much consternation and conflict over who had the right and/or the obligation to effect repairs and alterations along the canal. The main mover and shaker behind the push for the Second Tay Canal was John Haggart.

John G. Haggart

John Graham Haggart was MP for South Lanark for 41 years between 1872 - 1913 and a friend of Sir John A. McDonald. He was also a Cabinet Minister from 1888 - 1896 as well as a leadership hopeful in the Conservative Party from 1891-1895. He carried considerable weight on

Parliament Hill. In addition, Haggart was three times Mayor of Perth, from 1861-62, 1863-64, and 1871-72. Haggart served as Minister of Railway and Canals from January of 1892 until the Conservatives were defeated in 1896.

"Haggart's promotion of a new Tay Canal centred around three main themes. He was convinced that a new canal would secure for Perth, and his riding, an iron smelting operation. The political advantages of directing public funds toward the construction of a new canal helped ensure his re-election to Parliament. Finally, the construction of the Tay Canal benefitted his own milling interests in Perth." (Turner, 1986, p.35-36). The Second Tay was "undertaken by outside contractors, using federal funds and supervised by Rideau Canal engineers" (Turner, 1986, p.36). The initial survey of the second Tay Canal was conducted by Fred Wise beginning in February, 1882.

Mayors of Perth who were highly supportive of the Second Tay Canal included William H. Radenhurst, Edward Elliot, Francis A. Hall, Arthur J. Matheson, William Meighen, William J. Pink, Thomas A. Code, and William Butler. Other supportive individuals were Thomas Brooke, Senator Peter McLaren, and J.T. Henderson.

"...It took nine years between the first work at Beveridge's Bay in 1883 and the completion of the Gore Street Bridge in 1892." (Turner, 1986, p.48) The canal itself was little more than seven miles long, constructed over nine years at a cost of over half a million dollars. It was way over budget almost from the beginning. The estimate of construction on 27 March 1880 was \$60 000. The 1882 estimate by Fred Wise, Superintending Engineer of the Rideau Canal, was \$132 450.

Construction Options

There were two options initially:

- rebuild along original course, with 5 wooden or composite locks, requiring rebuilding of all dams, and considerable excavation
- OR - to erect a dam across above lock no. 2 and build a new canal, requiring construction of 2 locks (total of 3) with same amount of excavation. The second option provided a decisive advantage in regards to the return time of boats (a 3-hour return trip as opposed to 6 hours) and was eventually chosen. "The new Tay Canal would look just like the old Rideau Canal with similar lock design and identical dimension". (Turner, 1986, p. 53)

The lowest bidder for the contract was A.F. Manning and Co., out of Toronto. Alexander Francis Manning and Angus Peter Macdonald bid \$186 444 for the contract.

Construction involved use of pick and shovel, carts and wagons, horse derricks and teams of horses as well as newer machines such as the steam drill, steam pump, steam dredge, and steam derrick. Contractors were expecting to complete the canal as far as Perth in 1885.

The dangers of buggy transportation were high even in the 1880's. Angus P. Macdonald, one of the two contractors on the canal, "was thrown from his buggy and was forced to recuperate in Toronto from a broken collar bone, two broken ribs and a broken ankle bone" (Turner, 1986, p.79).

Conflict during Construction

There was much conflict throughout construction between contractors, engineers, workers and labourers:

We now repeat all the charges and complaints previously made, and in addition charge incompetence in Mr. Wise on account of over-indulgence in strong drinks and against Mr. Taylor for thorough incompetence and no practical knowledge of his work, as well as habitual intemperance. We positively assert that neither of these men are fit to be in charge of any Public Works, more especially of work like the Tay Canal...the work has not been laid out in the interests of the government, nor yet in the interests of navigation, as there are too many curves and reverse curves which have no apparent necessity as they will practically prevent towing barges on the canal and can only be accounted for by the unfortunately intemperate habits of Engineers referred to. (Turner, 1986, p.84).

Problems Abound

October 1885, the projected date of completion, passed with no end to construction in sight. The project was completed in the fall of 1887. Prior to completion, the last bill or claim sent by A.F. Manning and Company was for \$441 927.32. "The contractors therefore had arrived at a figure almost three times the amount of their original tender. Their total claim was far and beyond the cost estimate of the most expensive tender for the work." Their claim for the extra work alone which was necessary to be completed was almost twice the amount of the entire original tender.

"Not unlike the First Tay Canal, the new route was plagued with obstructions and inconsistent water supply and channel depth. Since a canal was only as good as the ability of boats to navigate the channel, the success of the Second Tay ultimately depended on the efficiency of the route". (Turner, 1986, p. 89) For example, on 8 July 1887, the steamship Toncatta, owned by two Perth businessmen, passed up the Tay from Beveridge's Lock to Perth, running aground a number of times. There were still problems with the depth of the channel and boulders when the workers were discharged on 27 September, 1887.

On 27 October, 1887, the new steamer John G. Haggart was launched from Perth. "It was eighty feet long and capable of carrying two hundred and fifty passengers and it represented what the canal could make possible. Not unlike the launching of the Enterprise more than fifty years earlier, the new 'Perth' boat would be expected to pave a new avenue of trade and commerce to the Rideau Canal and beyond". (Turner, 1986, p. 96)

The Second Tay ended at the Craig Street bridge, formerly the old "Red Bridge."

Extension of Tay Canal and Construction of Perth Basin

It was determined to extend the canal to the Tay Basin, it being the "most convenient place for the purpose being centrally located with ample accommodation for loading and unloading freight". (Turner, 1986, p. 97)

Two proposals were submitted by Fred Wise:

1. purchase five acres of low-lying land between the Craig Street and Beckwith Bridges - this would require one swing bridge, a 1200' extension of the channel, 5000 yards of excavation in the river and 9000 yards in the basin - for an estimated \$ 20,000.

or 2. a 2,400' extension of the channel to the old basin, 13,000 yards of channel dredging, 6,500 yards of basin excavation, three swing bridges, and 450 of wharfage (\$ 30,775) (Turner, 1986, p.98). The second option was chosen. "Far beyond its role as an access point to the Tay Canal, the Perth Basin was associated with civic pride." (Turner, 1986, p.100)

"It will make Perth one of the handsomest towns in Ontario, bring the Rideau steamers right up to the centre of the Town, to a wharf within a hundred feet of the Town Hall, and make such small places as Smiths Falls and Carleton Place hide their diminished heads." (Turner, 1986, p.100). Smiths Falls and Carleton Place were Perth's two chief economic rivals.

The contract was awarded to the lowest bidder, Kavanagh and McDonald, despite some misgivings concerning whether the work could be completed in a satisfactory manner at such a low price. A short time later, Kavanagh and McDonald withdrew their bids, after coming to the realization that they had underbid.

The next lowest bidders, William Davis and M.P. Davis, were awarded the contract after it being decided that they had "...it appears, ample plant and being in a position to bring the work to a satisfactory conclusion." (Turner, 1986, p.104). Davis and Sons officially began work on 23 August 1888.

Tay Basin Construction

Throughout construction of the Basin, the river was diverted by a coffer dam to flow through the natural channel on the north side of Cockburn Island. "The Perth boat John Haggart was responsible for towing six scows laden with cranes, derricks, steam drills, boilers and tools for digging and hoisting as well as two rafts of timber for the Tay Canal." (Turner, 1986, p.107)

Soon after construction on the Basin was begun, Davis and Sons were awarded part of the

contract for the renewal of the Cornwall Canal on the St. Lawrence River. This meant that equipment now being used in Perth would soon be required in Cornwall. "Davis and Sons set out to finish the main Basin portion of the contract in record time by utilizing new technology to the fullest, hiring extra labour and quickening the pace of construction." (Turner, 1986, p.110)

They used electric night lights, a new phenomenon, in order to get in extra hours of work. Blasting with dynamite was common, at least one large blast a day, and often had disastrous, destructive results:

One day last week a chunk of granite hurled from the canal basin by dynamite, went crash through the plate glass window of Mr. John McCann's building on Gore St., occupied as a tailor shop. Somebody will be the loser of about \$43 by the smash, and Mr. McCann will try that he will not be the one. Another piece a few days after, weighing over a hundred pounds, was thrown clear over the Clement's building, and landed on the sidewalk in front of R. Parker's tailor-shop, but did no damage further than breaking the plank-walk. On Monday a tremendous explosion took place and a mass of granite weighing over five tons was lifted by the force of the explosion, seven or eight feet in the air, and was quietly deposited on the crib-work above. The house of Mr. A. Robertson, merchant, has suffered a bombardment again. On the same day a huge missile of granite, weighing perhaps 500 pounds, was carried by the explosion forty feet into the air, landing on top of his book store. It broke a hole through the roof and would have crashed through all the floors to the cellar had it not struck the side of a higher building and thus broke the force of its descent. As it was much of () floors and walls was reduced to kindling wood. The proprietor and inmates consider this beyond a mere blasting incident and rightfully form the opinion that with rocks like this flying on the roof above their heads, their lives may be a forfeit any time. Happily the dynamite work on the Basin is about over." (*Courier*, 14 December, 1888)

Workers on the Tay

On 9 November 1888, the *Perth Courier* reported that "Messrs Davis and Sons, contractors for the Tay Canal construction, imported last week thirty-eight Italians from Quebec to work on the canal here." (Turner, 1986, p.113) On 30 November 1888, the *Courier* reported that "A detachment of 50 Finns and Swedes, about half and half arrived from the Hereford Railway Construction Co. Compton, Quebec, last week and were put by Messrs. Davis and Sons at work on the Tay Canal here. They are men of first class physique and excellent workers. The Italians are lively little fellows who all earn their money by good hard work." (Turner, 1986, p.113) At this time, over 100 men were now employed at the Basin.

With all this effort being expended, the new Tay Canal Basin was completed in four months, by December 21, 1888. "Where the nauseous old Basin was, and the unlovely tannery building, is now a broad, shapely enclosure bordered on all the shore sides between the Gore and Drummond Street bridges, by neat and substantial crib work. At the east end the lofty stone piers

of stone bridge loom up over the rushing water, and only await the iron superstructure to complete this part of the work." (*Courier*, 21 December 1888)

The final cost of the contract to build the Perth Basin was \$59,104.99

Swing Bridge Construction

Three swing bridges were to be constructed. "The plans called for three 'Bob-Tail' swing spans about 77 feet long, each of which had a fixed span of 70 feet." (Turner, 1986, p.126) The bridges would have a 14 foot, 6 inch clear road width and a plank deck nailed to timber joists. The Weddel Bridge and Engine Works of Trent was awarded the contract to build the three bridges at a total cost of approximately \$10 000.

Local stone was not used in the construction of the bridge abutments, despite its high quality. Neither were the Rideau nor Tay Canals used to transport the stone from St. Martin's near Montreal to Perth. Instead, the CPR line was used to transport the stone which was off-loaded at the Perth Railway Station.

The Drummond Street bridge was built at a narrow width of 14', "...too narrow for so important a bridge, where loaded team often meet." (*Courier*, 8 March 1889)

First Trip to New Tay Basin

On 16 May 1890, the steamer John Haggart passed through the three swing bridges to reach the new Perth Basin. The steam dredge Rideau had been the only other vessel to make this passage.

In 1941, due to almost complete absence of traffic on the Tay, the bridges were sealed and no longer allowed to swing. The Craig Street bridge replaced in 1954 and the Beckwith Street bridge was replaced in 1961. The Gore Street bridge, built in 1891-92, was replaced in 1957, and the Drummond Street bridge was replaced with a wider span in 1980-81. Only the Beckwith Street bridge remains, and it was restored as a swinging bridge in 1984-85. It is "the oldest steel swing bridge on the Rideau Canal and is of a type no longer found on Canadian Canals." (Turner, 1986, p.132)

Extension to Haggart's Mill

On 15 January 1890, John Haggart initiated the extension of the Tay upstream to Haggart's Island, where it would terminate at his own mill dam. The reason for this extension given by Haggart was to remove a large quantity of debris lodged at the dam, which would infiltrate the Basin over time causing the need for it to be dredged periodically. Removal of the debris all at once would preclude the additional costs of dredging the Basin at a future time. Little mention was made of Haggart's ownership of the mill and the benefits he would accrue

having the Canal extended to his own mill.

Tenders for the contract were advertised for starting on 10 November 1890. Money for the extension was to come from leftover money from the Tay Basin construction. John O'Toole was granted the contract for a fee of \$18 466.

On 9 November 1891, water was let into the newest segment of the Second Tay Canal. With extra money awarded for extra work, the final cost of the last extension was \$31 390, about \$13 000 more than the original tender.

Haggart's Promotion

"In the year the canal was finally completed, the person most responsible for getting Haggart's Ditch built, John G. Haggart, was appointed Minister of Railways and Canals in the cabinet of Prime Minister Sir John Thompson." (Turner, 1986, p.149)

"On 19 July 1894, a major accident occurred at Beveridges when the Kingston steamer Rideau Belle rammed the upper lock gates of the lower lock and then sunk in the lock chamber. Navigation on the Tay was halted for about two weeks..." (Turner, 1986, p.158)

Recreational boats and boaters sometimes had difficulty at the Beveridges Lockstation in getting the attention of the Lockmaster to be locked through, due to the location of his residence at the lower lock. (*Expositor*, 17 August 1893)

Other conflicts occurred regularly and tempers were known to flare:

"On Tuesday afternoon a small American yacht arrived in the basin manned with crew but under the command of a woman. The Bridgeman being offended seeing only the Stars and Stripes raised refused to open the bridge until the Union Jack was flying. Arguments followed for hours with an indignant captain protesting to officials throughout town to no avail. Under duress and protest the woman raised the Union Jack promising to shred the flag at the earliest opportunity. The departure of the craft was delayed for several hours due to the incident." (Turner, 1986, p.164)

The speed limit on the Tay Canal was six miles per hour, with fines from \$5 to \$20 enforced from 1909 on. The explanation given for the speed limit was that the wake from speeding boats washed sand from the banks of the canal into the channel, causing siltation and requiring dredging. Automobiles could cross swing bridges at 4 miles per hour, no faster, and horses had to keep to a walk. The Basin was open for skating in the winter

Navigation

"The greatest concern, however, was not so much the boundary of the channel but rather

its depth and the presence of obstructions in the form of boulders, logs, stumps, irregular projections of rocks and, later, weed growth." (Turner, 1986, p.179)

Navigation was indeed hazardous on the Tay, and in the days of wooden-hulled steamboats, the risk of running aground or striking submerged obstructions created a bad reputation for the Canal, which was not good for business. Low water levels continued to hamper movement through the Canal, with serious fluctuations between the spring freshet and low, late-season levels. Late-season levels were especially worrisome because at this time of year agricultural harvests were being shipped down the Tay while merchants were bringing in supplies for their establishments for the winter months. For example, in October 1894, the John Haggart was scheduled to pick up a load of Bay of Quinte apples and was unable to deliver its shipment. The apples were instead shipped by rail from Picton.

"Ultimately the Tay Canal was limited by three major factors which affected commercial freight and scheduled passenger services. The canal as a cul-de-sac could not be commercially sustained by the modest economic activity in Perth. Its channel was often difficult to navigate and the fluctuating water levels proved too irregular to encourage widespread use. While this pattern did not affect local Rideau Lakes services or individual recreational boaters it was a major reason why the canal became considered as a commercial white elephant." (Turner, 1986, p.183)

Commercial Use

It was not until 1890 that the Tay considered officially open for business. From 1 October 1890 to 30 June 1891, 75 trips through the Tay Canal were completed by 7 boats, with the total toll on vessels and freight collected a mere \$58.81. The vessels included the John Haggart, Harry Bate, and three other steamers, as well as a scow and a skiff. Opponents to the Tay in Parliament were outraged. Malcolm Colin Cameron spoke out in the House of Commons:

The whole result is that we have two little tugs, one little pleasure boat, two little rowboats, and one old scow navigating the Tay Canal...an expenditure of half a million resulting in a revenue of \$58.81...That canal, Mr. Speaker, will stand there for all time to come as it is now, a living monument of departmental imbecility if not of something worse. (Turner, 1986, p.187)

The value of exports from Perth in 1890 was more than \$335,000, but almost all of these goods were transported by rail, not by the Canal. Cheese was the single biggest export good although it does not appear that cheese was ever transported by the canal. However, material for the construction of "cheese boxes" was often transported up the Tay.

"Advances in railway transportation, such as the development of refrigerator cars and the access to local and national lines, made the railway an important competitor to the canal. More efficient road access, especially after the rebuilding of the Rideau Ferry Bridge in 1893, encouraged traditional means of transport as well." (Turner, 1986, p.190) Total revenue raised by

tolls on the Tay Canal up to 1896 was a mere \$884.34.

By 1905, commercial lockage's were very rare. In 1930, none were reported.

Recreational Boating

"By the turn of the century the Tay Canal was almost completely dominated by recreational boat users. With increasing amounts of disposable income and leisure time a recreational culture of boat users made greater demands on accessibility to the Rideau Waterway." (Turner, 1986, p.173) Previous practice was to close the locks on the Sabbath, but increased recreational boating caused an Order in Council to be passed and in 1916 the Tay Canal received authorization to leave the locks open for all 24 hours on Sundays. In 1924, the Rideau Canal closed the Tay Canal completely on Sundays to reduce costs, and this remained in effect until after WWII.

The Second Tay Canal was completed at the start of an era of recreational growth focussing on boating, camping, fishing and cottaging on the Rideau Lakes.

When the Tay Canal was completed, it was a timely connection for residents of Perth who used the waterway access to enjoy increasing leisure time on the Rideau Lakes by means of canoe, skiff, sailboat, house boat, motor boat, steam yacht, small dual-purpose steamer and large scale excursion and passenger steamer. The Perth Basin was the focus in the town for this surge in recreational activity and the Beveridges Locks were the outlet to the Rideau Canal system which was transformed from a commercial to a recreational based waterway between 1890 and 1930. (Turner, 1986, p.201)

This transformation was brought about by a number of factors, including "affluence, increased leisure time, urban concentration, a desire for physical and mental rejuvenation and a cultural sense of 'return to nature' all helped to spawn a recreational movement...which peaked particularly between 1890 and 1914." (Turner, 1986, p.202)

Forms of Recreational Boating

There were three different forms recreational boating evolved into on the Tay Canal. The first were small private boats ranging from canoes to steam-powered yachts. The second were small, dual-purpose steamers which could carry both people and small loads of cargo. The third were the large cabin steamers built to provide overnight accommodation on longer excursions.

In 1896, there were 189 lockages reported at the Beveridges Lockstation. In 1911, there were 798 lockages reported, 622 of which were made by recreational motor boats which were privately owned.

The first gasoline powered boat in Perth was owned by T. Hicks:

Thomas Hicks new yacht is almost completed. It is 25' x 5' with ribs of blue oak, sheeting of BC cedar and a red and white hull with a narrow blue band around the gunwale. The yacht powered by a 3 hp gasoline engine and should run at 8 mph... (Turner, 1986, p.206)

In 1908, there were 41 privately-owned gasoline launches based at Perth. In 1909, a trip from Perth to Rideau Ferry via the Tay Canal took 240 minutes (4 hours)

"The interest in boating and canoeing, the latter especially seems to be steadily increasing in town. Every early-closing night there are from ten to a dozen boats and canoes on the water between here and Glen Tay. In another season there should be a soundly organized boating club here. Perth has one of the finest stretches of river in the continent, and it cannot help but increase in popular regard." (*Courier*, 1 August 1902)

Steam yachts owned by Perthites included John Dittrick's Eva Bell, Peter McLaren's Geraldine, T.A. Code's Fairmaid, and W.L. McLaren's Wenona. Excursions, outings, picnics, day trips and even longer voyages became popular.

The Rideau Ferry Regatta

The annual Rideau Ferry Regatta, begun in 1897, was an event organized and run by the Perth Regatta Association. The natural location for the event, since the basin was too small, was the Rideau Ferry, a recreational hot-spot for cottagers and locals alike. "...the Perth Regatta was held on public holidays to attract people from a wide area who travelled to the site by way of road or canal." (Turner, 1986, Recreational Boating, p.209) In 1909, 2500 people attended the regatta, many travelling down the Tay to Rideau Ferry, to enjoy such activities as a procession of 150 boats decorated in flags and bunting.

"As the recreational community on the Rideau Lakes broadened, the regatta became less of a town event and more an annual activity for cottagers. Nonetheless, the Second Tay Canal played a significant role in the development of recreational activity on the Rideau Lakes, particularly Rideau Ferry on account of the access it provided to the citizens of Perth." (Turner, 1986, Recreational Boating, p.209)

With the rise of the automobile, the Tay Canal became less important as a transportation corridor to the Rideau Lakes. People left their boats at cottage sites and marinas and drove back and forth instead of boating.

"Between 1911 and 1917, Beveridge's lockage figures for pleasure craft averaged between 600 and 800 which was consistently better than pleasure boat lockage's between the Long Island and Smiths Falls sections and Jones Falls to Brewers Mills sections of the Rideau Canal." (Turner, 1986, Recreational Boating, pp.308-320)

The rise of motor boating occurred between 1900 and 1914. The Tay Canal was a

significant factor in the development of recreational boating in Perth. It provided a vital link with the bustling cottage country of the Rideau Lakes.

Steamers which offered passenger excursion service provided a boost to Perth's economy, bringing people from outside the area into the area. Most common steamers on the Tay were the smaller, single-decked and elongated ones, which were capable of navigating the Tay with little difficulty. Because of the small scale of the canal and the narrow and shallow channel, most larger cabin steamers did not take the risk of making the voyage.

By 1933, Beveridge's Lockstation was the least used on the Rideau system, after falling from as high as twelfth and eighth busiest in earlier years. "Perth was still a supply area for local tourism on the Rideau Lakes after 1930, but the Tay Canal had reverted back to its role as a cul-de-sac. Recreational routes were being paved by asphalt." (Turner, 1986, p.219)

Cabin Steamers and Excursions

There were many large cabin steamers cruising the Rideau Canal system, many "complete with overnight staterooms, saloons, and dining facilities...". (Turner, 1986, p.220)

The following is a description of one excursion taken 21 June 1888, involving Lanark County officials, as related by the Perth Courier:

Such in truth were the feelings which prompted our county officials to give the council and some friends a trip down our new to the waters of our lovely Rideau Lake, Thursday last week, and to charter the steamer John Haggart for that purpose. About seventy, including the Perth brass band, at half past eight a.m., were on board. The morning was sunny, with the quiet shadow of a light cloud now and again passing by. Mr. Fraser kindly made his best effort, and the band responded in the sweet music of a waltz as we left the Craig-street bridge. We missed our old friends Donald and Byrne, but the other Reeves were with us.

Of course a new fact needs explanation, and the Tay Canal through which we were steaming was the subject of the conversation, and many expressions of surprise were made at the amount of the work accomplished and the commercial value of the connection with the larger waters of the country.

After leaving the first cutting at Dowson's, lined with white stone for three miles, the beauty of the river into which we emerged and where nature has cast a mantle of green to the river's feet, was an unfailing source of interest to many who had not been there before; but when we arrived at the mile of cutting commencing at the flat dam, the double white stone bank, and the two locks each of thirteen feet lift at the termination, aroused sincere feelings of admiration by their workmanlike finish. In an hour and a half we were out on Beveridge's bay, and looking back could see the two steps we had taken from our town so easily and without change of cars. And now we are out on the Rideau; our vision is expanded, and our lungs are breathing freely; our ideas are enlarged and the music of

the band wafts the sunshine into our hearts; memories of the past are aroused to some who thirty and fifty years ago recalled experiences of early settlement, and incidents are related showing the great advantages we have received from the labours of the pioneers in this country.

We pass the Ferry bridge - a skilfully constructed piece of timbering - greeting our old friend Campbell, who had opened the draw. Beyond the full beauty of closer shore, farther island, and distant blue landscape challenge admiration and excite comment, and without weariness the same feelings are repeated in new vistas made by the steamer's progress in each change of course. And now after sixteen miles of cool lake and refreshing breezes Captain Moffat tied his steamer beside a green sward of four or five acres, skirted by a full wood, and under several tall trees our energetic and cheerful friend "Jim" spread the festive board. Beef and mutton sandwiches, bread and butter, rhubarb and apple pie, coffee and tea, with an unlimited supply of iced lemonade are fully appreciated for an hour by hearty appetites.

And now, dear reader, as we were only men, and the COURIER says, cut it short - allow the correspondent to wind up with a company under a cloud of Havana smoke, with eyes on calm lake and distant shore near Portland, enclosing in the mirror the near and farther islands floating on the blue, with the inverted trees and clouds in obeisance turned towards our feet, coats and hats hung on lower branches, and the silent enjoyment of nature then the supreme thought. I would like to dwell on our homeward course, but will only say it was a repetition of our pleasure into the evening shadows and the coloured sunset and some funny prizes which friend Leo kept on ice, were exhibited on our arrival to an admiring crowd when we landed." (Turner, 1986, p.223)

Perth's First Steam-boat

a passage from an unknown writer of an unknown document:

Our steam-boat, which had wintered in the Rideau Lake, was repaired in the spring, and brought up to Perth as soon as the Tay Canal (Note:- the original one) was navigable, which was on the first of May. The artillerymen turned out on the occasion, and having placed the guns (Note:- the historic cannon still standing in front of the Perth Court House) on the new bridge (probably the main Gore Street one), fired several rounds, while the boat was coming up. It lay at the bridge all day, and was visited by several hundreds. We went to see it in the evening, and found it much improved by the new promenade deck. Next morning, we resolved to go with it to Gibb's Creek [Jebb's Creek?], as we had never seen the lock there. We had some difficulty in getting through the first bridge. Here, it took a barge, loaded with staves, in tow. Next, we were detained nearly an hour, by the choking of a pipe belonging to the engine - just opposite to the spot at which poor Lyon was killed, in the duel with John Wilson (Note:- on June 13th, 1833). At last, we got to the first lock, where we landed, and returned through the woods."

NOTE:- This entry probably refers to the Str. "Enterprise", which had been constructed by the Tay Navigation Company, and launched on the Tay, at Perth, in the previous year. Later on, she was transferred to the Rideau Canal, upon which she plied for many years.

The Str. "Union", built at Hawkesbury, U.C., in 1822, was the first steam-driven vessel to run on the Ottawa river, and, on June 1st., 1832, she arrived at Elmsley (then known as "Barbados", and later, as Pike Falls), on the Tay River, after traversing the Ottawa and the Rideau Canal - thus being the first steamboat to ascend the Tay. Her Master was ?. Morehouse. It might also be noted that this was only eight days after Col. By had opened the Rideau Canal to traffic, by covering the route between Kingston and Bytown on the Str. "Rideau" (formerly called the "Pumper").

The Rideau Canal

This transportation route linked large population centres and enabled further settlement into areas previously unreachable by overland routes. "For less than ...1,000,000 [pounds], John By created a national lifeline, ultimately one of the world's greatest working industrial museums." (Moon, p.9)

"A war canal it was, a Maginot-Siegfried line of the early 19th century, never tested tactically by arms." (Moon, p.10)

The following is a sample of the time table for a steamer on the Rideau Canal during its peak period of use:

Time Table - for - Str. St. Louis

- Monday - To Westport, leaving dock at 8 a.m.. Returning leaves at 3 p.m. Fare 75 cents.
- Tuesday - Open for charter.
- Wednesday - To Westport leaving dock at 8 p.m. . Returning leaves at 3 p.m. Fare 75 cents.
- Thursday - Open for charter
- Friday Afternoon - To Star Island, leaving dock at 1:45 p.m. Fare 35 cents.
- Friday Evening - Moonlight Excursion to Rideau Ferry, leaving dock at 7:30 p.m. Fare 25 cents.
- Saturday Afternoon - Boat leaves dock at 2:00 p.m. for a ramble through the islands and to Portland for supper. Returning boat leaves at 7 p.m. Fare 5 cents.

Rates to the following points are as follows:

- Perth to Tay Locks, 25 cents one way or return.
- Perth to Rideau Ferry and points between locks and Ferry, 35 cents and 50 cents return.
- Perth to Portland and points en route between Rideau Ferry and Portland 50 cents one way or return.
- Tickets are good only on date on issue.

Steamer will stop at all points along the route.

The steamer can be had at a reasonable rate for private parties, Sunday School picnics, etc.

The management solicit your patronage. For further particulars apply to J.J. Cavanagh.

from the Perth *Expositor*, 24 June 1914.

Stately Steamers on the Rideau in "Mauve Decade" of the Nineties:

Sept. 4, 1936 Written for The Ottawa *Journal* by Harry J. Walker

Among the first canals to be constructed on this continent, the Rideau waterway, within its one hundred years' existence, has witnessed the ascendancy and decline of various competing transportation systems. First, the Ottawa was supreme. For years our "Ole' Man River" was the adventurous and profitable highway of empire for the merchant princess of the fur trade and later, the lumber barons. The fleets of the fur brigades, and in turn, the rafts and river steamers were crowded out by the wood-burning locomotives, which also gradually supplanted the stages as branch railways were constructed. But the horse and buggy era lingered on long after the snorting advent of gasoline in early motor cars; it held on until well after the romantic Gibson Girl was pushed out by hoydenish hobble skirts!

By the time they had quit humming the "Merry Widow", Armageddon of 1914 had swept a lost generation into its maw. In the delirious aftermath there emerged the blattage of jazz (remember Dardannia!), six-cylinder engine power, and cement highways. Thus the cavalcade of Time moved on, and in its march there have appeared successively the river steamer, the stage, the railway, and now the motor bus and airplane. The great god, Speed, is worshipped blindly though it takes a terrific toll on highway and street.

In spite of an age in which progress seems to be measured in mileage, the Rideau still holds its current prestige as a delightful other route to scenic vistas and enchanting bayous where the tempo of living can be slowed down to the gait of Nature's restorative season.

Rideau's Golden Era:

It is a curious fact that in the eighties and nineties the Rideau enjoyed a renaissance of its former commercial importance, due largely to its scenic renown. With the improvements of the St. Lawrence route and the construction of the Ottawa and St. Lawrence Railway, the Rideau lost a lot of its carrying trade. But there came a revival of its activity after a period in the doldrums.

Stately steamers, luxuriously equipped, plied its waters in bringing its scenery to the attention of nature lovers. That after-glow in the Rideau's golden age - the Rideau of the glamorous eighties and nineties - is preserved in the sketches of Mr. H.R. Morgan, editor-historian, of Brockville. He gives us splendid pictures of such famous craft as the "Ella Ross" (Captain Wilson Garrett), the "Rideau Belle", the "Rideau Queen", the "Rideau King", the "James Swift", and others whose names must bring nostalgic memories

to the "Old Timers" who have watched the passing show of life through seven or eight decades.

Gorgeous Saloon:

According to Morgan's account, the "Ella Ross" was launched in 1887 and was used exclusively in passenger service in a popular triangle voyage of the Ottawa, the Rideau and the St. Lawrence. The descriptive literature issued about the elegance of the "Ella Ross" indicated that she had seven commodious staterooms on the main deck, while on the upper deck 19 other staterooms opened upon the saloon which was over 75 feet in length and "magnificently fitted up with plush chairs and carpets". What a tempting retreat in which to have a drink while passing by the Kemptville Creek!

But the "Ella Ross" was also equipped with "patent spring mattresses" and "other modern conveniences found only on the very best passenger steamers." Her spacious dining room accommodated 50 persons at a sitting...

The Rideau Lakes Navigation Company was founded by Captain Daniel Noonan. This company, records Morgan, developed a passenger and package freight trade of some proportions and operated the steamers "Rideau Belle", "Rideau King", and "Rideau Queen".

In 1892 it was announced that the Rideau Belle has been "Thoroughly [sic] overhauled and greatly improved, special attention being paid to the comfort of intending passengers. Her 12 airy state-rooms have been re-painted and newly furnished and look as clean and comfortable as it is possible to make them. The dining-room is a large and pleasant compartment and looks very inviting. The woodwork, as well as that of the state-rooms, is of cherry, while the ceiling is painted sky blue. In the dining-room is a table of miles, rates and everything in connection with the canal and giving the first and yearly expenditures." Captain Fleming was her skipper, A. Fleming (a son), her purser, and George Fleming (another son), her engineer.

Honouring the "James Swift"

But Noonan's crowning achievement in nautical design and craftsmanship was the steamer "James Swift", launched in 1893 to take the place of the "Rideau Belle", which was relegated to the Kingston-Perth stretch. The "Swift" was described as being 110 feet in length with 25 feet beam, and was expressly designed for the service, and did not draw too much water. This steamer was heated by steam and lighted by electricity. The crew's mess-room and berths, as well as the dining room with a seating capacity of 32, were on the main deck, and all the cabins for passengers on the saloon deck. The staterooms numbered 16, with four family rooms with connecting doors. On the hurricane deck was the pilot-house with the captain's and pilot's cabin. The pilot-house was made extra large with a lounge at the back, "a sure place to find the ladies when the genial Captain Fleming is at the wheel".

When the "James Swift" started from Kingston on her maiden trip to Ottawa in June, 1893, she was seen off by a large number of Kingston people, whose proud boast it was that she was "Kingston-owned and Kingston-planned, Kingston-built and Kingston-manned". Many Ottawa people visited the steamer as she lay at her wharf in the canal basin upon her arrival there, with flags flying and other decorations displayed.

"Hoodooed" by Fire

But the "James Swift" for all its elegance was a "hoodooed" ship. Early in the morning of June 9, 1901, while tied up in the Canal Basin at Ottawa, Captain Fleming discovered the vessel in flames. The deck crew barely escaped and one of the firemen, Robert Ireland of Kingston, lost his life. Five years later, while in the St. Claire River, the "James Swift" again took fire. The crew ran the blazing steamer to shore and were forced to leave via the yawl boat.

Telling of the last days of the Rideau's vanished steamers, Morgan states: "About 1900 the Rideau Lakes Navigation Co. placed a second steamer, the "Rideau Queen", on the route. The company then maintained a daily service at a one-way fare of \$3 with \$5 for the return trip. Running in conjunction with the "Empress" and the "Duchess of York", of the Ottawa River Navigation Company, which also operated the market boats "Princess" and "Maud", there was afforded an all-water trip from Montreal and Kingston and thence to Niagara Falls. With the death of Captain Noonan in Kingston in 1914, and the rise of the motor car, the Rideau Lakes Navigation Co. eventually went the way of its predecessors."

Thus vanished the last of the proud fleet with the closing of the era known as the "Gay Nineties" - that glorious "Mauve Decade" when gentlemen knew how to drink and ladies did not!

September 14, 1936.

The Lumber Trade on the Mississippi

The following is an account of how timber was transported from its origins in the Mississippi River Valley downriver to the markets of towns and cities to the east:

Let us suppose that the timber has all been drawn to the banks of the river, and that the ice has broken up. It is rolled down the bank into the water and driven, i.e., each single piece is pushed or pulled, or in some way coaxed, into the current of the river - the man sometimes on land and sometimes up to his waist in water, which in April or May is far from pleasant.

When the lake or wide stretch of water is reached, the lumber is cribbed. 22 or 24 pieces make a crib, the walls or guards of which are made of lengths of timber with a small spike driven in at each end, across which, small flat pieces called the traverse, were fixed with withes of birch. These cribs allowed the lumber a little space for play without breaking loose. The different cribs were rafted, i.e., made into one large float, generally ten cribs wide and twenty long. If the raft came to rapids or falls it had to be opened and a boom made to hold the logs back, which were driven over in single pieces.

During favourable weather the raft was assisted in its very slow movement onwards, by one or more sails, according to its size. In the big waters all hands lived on the raft. A facsimile of the shanty in the bush was built where the cook and caboos took their part as before. The men (except the cook, who was too busy, and the hewers, who were too much gentlemen to handle timber after it reached the water) all helped to

manage the raft. When men were hired for a season, it was understood to mean from September, when they went out into the bush, until perhaps the middle or end of August, when they snubbed, i.e. tied up at Quebec. From April or May, when the little rivers were clear of ice, until August, was the usual length of time a raft took to reach Quebec, where the men were paid and discharged. At one time in Quebec Harbour there were as many as 460 vessels leasing square timber for England. In 1854, when the cholera was raging, as soon as the men were paid off they fled. Luckily, not one case was reported among Perthites.

From Quebec to Brockville, the return journey was all by water, except from Montreal to Lachine, a distance of nine miles, where a short railway ran; from Brockville to Perth, by stage. The down trips took months, whereas the return journey was a mere trifle of four days.

Of all the square timber got out in this District, the largest and best came off the Mississippi and its tributaries. Allen Caswell, working for the Caldwell Bros., took charge of the first raft which went down the Mississippi. This splendid timber (averaging 95 feet, was mostly red pine, but white pine and oak were also added) was cut in the Township of Darling on the River Clyde. The raft set off on its long and tedious journey in 1839 or 40. The first year it got as far as Hanna's new Herron's Mills, two or three miles above Lanark; the second winter it lay at Carleton Place; the third at Almonte or Pakenham and the fourth year it reached Quebec. At every stopping place on the way down it was added to. By the time its destination was reached it was huge. The causes of delay were various - low water principally. The rivers had not been cleared out nor improved. A temporary dam was built at Lanark to raise the water, and another at Innisville.

The manufacture of potash filled a comparatively quiet time in the fall of the year, after the harvest had been gathered. Two men could in two weeks cut the wood, burn it, collect the ashes, leach them and bail the lye down into potash, but that was very hard work. A barrel of potash was worth \$38.00 at Perth - during the Crimean War the price went up. When we realize that one cord of good hardwood would make one barrel of potash, and that its manufacture was carried onto some considerable extent, it gives some idea of the vast amount of timber there must have been in this neighbourhood. Fortunately, the cost of a potash kettle was about \$40.00, which was a larger sum than many of the early settlers could afford, or all our lumber might have been wasted. From Perth the potash was drawn to Oliver's Ferry, and thence went by boat to Montreal on its way to England.

Perth was very favourably situated for getting out good timber. There was a magnificent belt of oak near the first tollgate on the Lanark road, and another where the C.P.R. station now stands. In fact, there was good timber to be had on all sides of us. The Government was the father of the early settlers; whenever they wanted timber, for whatever purpose, they went out and cut it whenever best suited them, hauled it in to Dr. Thom's mill, where it was sawn, and built their houses, barns etc. with it. All the timber that went down the Tay was out within fifteen miles of Perth.

The earliest mention I can find of any saw mill, is a patent issued to Alexander Thom in 1820. This mill, which stood just behind the grist mill now owned by Mr.

Haggart, was used only for local trade. The late Messrs. Buchanan and Haggart leased from Dr. Thom in 1832. There was a Quit Claim from Buchanan to Haggart, and in 1833 Dr. Thom sold to Haggart. Mr. John Haggart carried on the mill, sometimes working and sometimes leasing it. About 1876, some boys had been fishing, and lit a fire in the rubbish under the mill to cook their fish, which turned out a bigger fire than they expected and burnt the mill.

In 1872, Mr. James Allan rented the saw mill from Mr. Haggart. In 1873, he and his brother, Alexander, built a steam mill in Caroline Village. They made barrel staves, hoops, heads and did sawing. This mill was burnt several times. In 1884 it was burnt and rebuilt as a steam saw mill.

Among the local men who sent off square timber may be mentioned Montgomery, Snedden, Andrew Dickson, Albert Teskey, McLean, Nagle, McIllquhan, and Mr. Gemmill. Often the Perth basin has been full of very fine square timber, almost altogether oak. All other timbers can be rafted together, but oak, being heavy, must be floated by some lighter kind. In 1836 or 37, a beautiful raft of black oak belonging to Mr. Gemmill left the basin for Quebec. In Lake St. Peter it met a heavy gale which broke the cribs and the oak sank, causing a great loss.

Previous to 1847, all lumber going into England, except Canadians had to pay duty. In that year the duty was taken off, and as a consequence Canadian prices dropped to 6 3/4d., which was less than half-price, and there were many failures among the lumberman. The Bell Bros., Mr. James Bell of our town and his brother, who leased the mill at Carleton Place, from Belton, had no limits, but they held security for the lumbermen in supplies on the season's cut, and then sold. It was in this mill that the first patent dogs for moving the timbers to the saw were used. They had a grist, shingle and saw mill.

Although the Hon. Peter McLaren did not do any business about the immediate vicinity of Perth, still as a townsman he calls for some emotion. He began to work in 1844. In 1857 he formed a partnership with Mr. John Gillies, and worked on the Madawaska River. In 1859 and 1860 they worked on the Fall River and Bolton's Creek, tributaries of the Mississippi. In 1861 and 1862 they moved their scene of labour to the Gull River, a tributary of the Trent, flowing into the Bay of Quinte. In 1862 they purchased the Mississippi Limits from Messrs. Gilmour & Co. Mr. Gillies sold his interests in those limits to Mr. McLaren in 1874, and Mr. McLaren in 1887 sold his limits to the Canadian Lumber Company. In 1879, Mr. McLaren had seventeen million feet of lumber burnt in his yard at Carleton Place, set on fire by a spark from a passing engine. It was the first test case in Canada where a railroad was made responsible for damages. Judgement was given for \$100,000.00.

Speaking of fires, in 1872 a man living just back of Lanark Village, started a little fire to clear a patch to sow turnips. That fire lasted between two and three months and burnt a tract of country eight miles wide and over one hundred miles long. The loss to the lumberman alone was estimated at three million dollars. There was an incendiary fire in the lumber yard here, which began a few minutes after midnight, August 30, 1877; the local fire appliances were too feeble to cope with the disaster, so Smiths Falls came nobly

to the rescue with their, then, new steamer fire engine, sent up on a special train. The loss to the lumbermen, among whom were William Ritchie, William Doran, James Allan and Peter McLaren, as well as the others who had goods stored in the freight shed, was estimated at \$31,000.00.

A man by the name of Ward in 1832 built the first saw mill in Smiths Falls, which like Dr. Thom's mill here, was used entirely for local trade. Buchanan of Arnprior, early in 1832 bought from Chief McNab, and in 1833 the first logs were sawn. Abner Blen, living just beyond Elmwood Cemetery, was his head sawyer. Buchanan sold to McNaughton, who bought his timber from the Madawaska.

The Bolton Bros., Benjamin and Hugh, had a saw mill on Bolton Creek in 1821. They sold to another brother, Samuel, who afterwards built a mill at Carleton Place, which was the mill the Bell Bros. leased. Another firm, Greenley & Son, worked on the Fall River above Fallbrook. They sold to Anderson. Colonel Playfair worked on the Mississippi near Playfairville. Ferguson had a mill working at Lanark in 1821, which he sold to Glass, who in his turn sold to Bill Matheson, who afterwards moved to Kingston where he gambled and got into debt, and then Boyd Caldwell bought it about 1848 or 50, and enlarged it; which mill is now managed by his nephew, W.C. Caldwell.

Perth, March 12th, 1897.

Dalhousie Lake

The following is a description of Dalhousie Lake by an unknown author:

This lake, which derives its name from Lord Dalhousie, Governor-General of Canada from 1819-1828, is formed by a natural depression among the hills of Dalhousie Township. Its size is some three miles by three-quarters and is oblong in shape, being indented by bays. It is fed by the waters of the Mississippi River which come tumbling and roaring into the lake at its head - a very picturesque spot where a steel bridge spans the rapids. Around the head of the lake is a scenic driveway with the pleasing variety of precipitous rocks, sandy beaches campers from Toronto, Ottawa, and other towns in Ontario. The owners or renters of these summer places find here an ideal climate, and waters, where bass, pickerel and other fish respond to the appeal of the angler. It is also an ideal spot for canoeing, boating, and swimming. There are over forty cottages around the shores of the lake, most of these being rented in summer for periods of weeks or longer.

From early times there have been farmers living near the lake shores where the adjacent lands were adapted to farming and dairying. One of the first grist mills in this section was operated on the Mississippi, just above the head of the lake. For a number of years past Mr. Walter Geddes has used the old site of the grist mill for a saw mill and planer. Many people of this section have benefitted by this plant. Overlooking the rapids where the bridge stands and in the midst of wooded hills Mr. Geddes has his comfortable dwelling where the music of the swirling and tumbling water always greets the ear.

In early days Dalhousie Lake witnessed the logging industry when men "drove the

river", guiding on their course great numbers of logs to saw mills further down the Mississippi. It is said that timber would sometimes be floated all the way from the headwaters at Mazinaw to Quebec. About a half mile above the head of the lake there was a log-slide where logs were sent down singly from the dam above to the waters below. Once there were enough of these to form a boom, a cordon of timbers was drawn around them. These timbers were spoken of as "boom logs" and were fastened together with chains. In that way a great multitude of logs, about 25,000 were held within the enclosure. To facilitate the movement of these booms to the foot of the lake, a raft some forty feet square was provided with a heavy rope and a spindle. First men were used, then horses, to turn the spindle and draw the boom of logs downstream, the raft being anchored from time to time.

Should this booklet fall into the hands of those who are unacquainted with the rigours of these Canadian winters it may be of interest to note that the lake, in winter is a kind of highway, it being quite a common sight to behold farmers with their teams drawing great loads of hay or logs from one end of the lake to the other. During the heart of the cold weather the ice varies in thickness from one to two feet and is therefore quite safe for traffic in the case of those who are accustomed to drive over the frozen surface. There have been some seasons in winter when the lake was suitable for a great outdoor skating rink where the younger people spent many happy hours. We recall one or two occasions when there was good skating the entire length of the lake.

A write-up of Dalhousie Lake should have a reference to the Hydro Plant, which was constructed in the period January 1919 to the fall of 1920. The power was turned on May 1, 1920. Two hundred or more men were employed in the construction of the plant, drawn principally from surrounding territory, but some technicians being brought in from other places. The pay for regular labourers was \$4.00 per day and they boarded themselves. The dam provides an eighty foot head of water and the plant develops 3,000 horse power. The pipe line replaces the old log slide. The Hydro at this place originally served Perth, Smiths Falls, and Carleton Place, but in later years a number of rural communities and farmers have been served. It is to be hoped that still more will be benefitted in the near future.

"This lake is no longer a "winter highway" for the farmers and their teams of horses and sleighs, drawing loads of hay and pulpwood from one end of the lake to the other, and thence to Snow Road and Mississippi Station where this pulpwood was shipped by the old "K. & P." to far-away points in Canada and the U.S.A." (Geddes, p.17)

During the summers of 1971 and 1972, the road from County Road #12 to the head of the lake was rebuilt and widened and a new bridge built over the Mississippi River where it empties into the lake.

"One of Canada's largest lawsuits was fought over the rights for using the dam and log slide a quarter of a mile upstream where the High Falls power plant is now situated. This law suit finally ended in the High Courts of England and it was because of this action that we now have

legislation that no navigable waters may be considered private property. This put an end to many feuds between the Caldwell and McLaren's--both large lumber companies." (Geddes, p.18)

"In the earlier days Dalhousie Lake witnessed the logging industry when men "drove the river", guiding on their course great numbers of logs to sawmills further down the Mississippi. It is said that timber would sometimes be floated all the way from the headwaters at Mazinaw to Quebec." (Geddes, p.11 in the 2nd part of the book)

TRANSPORTATION PROJECT AREA 2

HISTORY OF WATERWAYS IN LANARK COUNTY

including information pertaining to the Townships of Montague, North Burgess and North Elmsley, the Town of Smiths Falls, and the Village of Merrickville

Rideau Waterway

At one time the river carried canoe flotillas filled with explorers and tradespeople. Many Indians used the waterway before the white man came to the new land.

The Rideau waterway is over 120 miles in its total length from Ottawa to Kingston. The Rideau canal was built by the Royal Engineers of Great Britain as a military work of great urgency, to counter a threat of attack from the U.S. by providing an alternative route for the transport of military stores and troops from Montreal to Kingston. In the late 18th century and early 19th century, Kingston was strategically important. It guarded the Great Lakes for the British as it had forts and naval dockyards. Yet the waterway is linked through other canals with most of the inland waterways of the eastern U.S., " a paradox indeed when the military imperative of its construction as a defence against the Americans once remembered". (Legget, 1955, p.3) Because peace was attained, the need for such an alternative route was not as great, therefore the Canal was never used extensively for its original purpose. Today, most enthusiastic users are pleasure boaters from either Canada or the United States.

The Rideau Canal was to connect Lake Ontario with the sea. Steamboats would navigate from Montreal to Kingston. For almost 20 years, they plied the triangular route from Montreal to Kingston by way of Ottawa. Only when the first St. Lawrence Canal system was complete (in 1851) did the Rideau lose its unique position. Now, the St. Lawrence Seaway is used exclusively.

In the early years, the waterway carried primarily timber until the stocks of timber were cut down. Then, coal began to be shipped to Smiths Falls, which had links with the Canadian Pacific Railway. This indicates that there was a very good and very cooperative relationship between rival means of transportation.

Structure and Form of the Rideau Canal

The Rideau Canal was built by Lieutenant Colonel John By (Superintending Engineer from England) for the total price of 800,000 pounds or \$ 2,500,000 equivalent. It is made up of 47 masonry locks, many dams, masonry structures up to 60 ft. in height. Colonel By started the Canal in 1826 and he sailed through the completed canal in 1832, yet was never fully honoured as he was questioned before a Parliamentary Committee because his expenditures exceeded what he was authorized to spend.

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Many people worked to construct the canal, many of whom moved on to be influential in other areas of architecture (masonry). Many lost their lives, mostly to fever in the hot and humid swamps of Rideau Lakes.

In the early years, the waterway carried primarily timber until the stocks of timber were cut down. Then, coal began to be shipped to Smiths Falls, which had links with the Canadian Pacific Railway. This indicates that there was a very good and very cooperative relationship between rival means of transportation.

First Recorded Voyage

One of the first recorded voyages on the Rideau was in October 1783 by a Lieutenant French. With two canoes, seven soldiers (two Canadian) with an Indian as a guide came up the Ottawa river and portaged the Rideau Falls at what is now Ottawa. They proceeded to follow the Rideau River to its source in the Rideau Lakes. From there, they portaged into the "Gananoncoui" River and sailed down the St. Lawrence and back to Montreal. This was the first written record of the Rideau waterway.

It was at Burritt's Rapids that the first bridge across the Rideau was erected in 1824, just after Samuel Clowes had completed his surveys.

Construction of the Rideau Canal

The government were not willing to see the plan for building the canal dropped, sent three engineers to examine and send an estimate. A very optimistic estimate of 169 000 pounds persuaded the Imperial Government to go ahead with the Rideau Canal at their own expense.

Construction began in 1826. Before construction began, the size of the lock were asked to be 150' x 50' instead of 108' x 20'. A compromise was reached of 134' x 34'.

By 1827, By's estimate of expenses was 474,844 pounds. By 1849, the date of completion, costs ran to 803,774 pounds.

The Rideau Canal was built because of the poor canals of the St. Lawrence and the threat of the interruption of the St. Lawrence as a navigation route during the War of 1812.

Six locks were to be installed along Montague's southern border. Many of these developed into hamlets during the half dozen years required to complete the construction. Wages for labourers in Montague varied from 9 to 12 dollars per month. (Lockwood, p.99)

Chaffey's to Poonamalie

The Brockville & Westport railway was completed on March 4 1888 and operated until August 30 1952. In the early days of the B. & W. railway, much of its summer traffic consisted of visitors, campers and fishermen to the Rideau Lakes. Fishing emerged as an important tourist-based recreational activity. Lodges and hotels servicing this increased interest were being established on the lake system of the Rideau Canal as early as 1877.

Big Rideau Lake is nearly twenty miles long and holds over three hundred islands. It was in use as a water route for some time before it was turned into a canal. A rough road through the forest led from Brockville to the most easterly point on this part of the Rideau which was then called the Bay. From the Bay people boarded scows and travelled down-river to Oliver's Landing, then across land to the Tay River above Pike Falls. This short trail may be what is now County Road 18. (Legget, p.134)

Poonamalie to Ottawa

Poonamalie is given an Indian name because of its tunnel-like entrance through the tree, which is similar to those in India.(Legget, p.142)

On the east side of Poonamalie Locks, Cockburn Creek joins the main river from the west. This creek flows in from very close to the waters of the Mississippi. Soon after the Rideau Canal was built, there was talk of connecting the Mississippi and Rideau by way of Cockburn Creek. This was during the height of the canal building era, and was dropped when the railways began to replace the canals. (Legget, p.144)

The next lock from Smiths Falls is Old Slys. This lock was originally called McCrearys during the early twentieth century. When the locks were constructed they flooded the little log house of the original settler Old Sly. He was paid compensation of 50 pounds. A channel sixty feet wide had to be cut through the limestone in order to re-route the water. (Legget, p.150)

The next lock is Edmunds Lock. It has also been called Edmon's and has been marked on Old Maps as Mills Lock. The house at the Lock belonged to one of the earliest settlers in this part of the Rideau Valley, James Edmunds.

Kilmarnock Lock

Kilmarnock was originally known as Maitland's Rapids. If you follow the road to the south about one mile, it turns to the east and crosses a bridge. This creek is one of the many unknown historical tidbits on the Rideau.

The control dam lies almost exactly where one of the earliest bridges in this part of Upper Canada was constructed. It was known then as the "Corduoy Bridge" and formed part of the pioneer road through the forest leading to the Ferry operated by Mr. Maitland.

Approximately two miles down stream from Kilmarnock lies the mouth of Irish Creek which can be seen on the south bank. This was the first route selected for the course of the canal. The mouth of Irish Creek is only 12 miles from the St. Lawrence.

At Merrickville, a long approach channel diverts from the main channel almost half a mile upstream from the locks. By excavating this channel through a low-lying piece of land, this enabled By to build the lock "in the dry", without having to divert water. At Merrickville there is a flight of three locks. On the right is one of the original blockhouses built at the same time as the locks.

The town of Merrickville has had a public library for almost a century. It was founded by Aaron Merrick. The first troop of Boy Scouts is said to have been founded in Merrickville, and the town has had electricity generated by the falls since 1895.

The next lock is Clowes. This lock is not named after Samuel Clowes, the surveyor who made the first detailed report of the Canal, but after James Clowes who owned the quarry near the lock.

The next lock is Nicholson's. The approach is a narrow cut through solid rock about two-thirds of a mile long.

Port Elmsley

Located near the mouth of the Tay in Elmsley Township, Port Elmsley was originally

called Barbadoes, and subsequently Pike Falls. There is a station of the Perth Branch of the Central Canada Railway near here still called Pike Falls Station.

Beginning in 1826, the waterway was completed during the winter of 1831-32. Late in May 1832, Lieutenant-Colonel John By travelled with his family on a five day voyage from Bytown to Kingston which marked the formal opening of the route.

The official opening of the Canal was supposed to be August 21, 1831. The opening was delayed until May of 1832 because William Merrick dammed back the Rideau to make repairs to his mill. The first steamboats to pass through were the Margaret, Enterprise, Thomas McKay and the Bytown.

Within fifteen years after canal construction was begun, Montague's population had increased by more than five times 1826 - 369, 1829 - 505, 1841 - 1,818. (Lockwood, p.103)

Post Offices were established at Kilmarnock and Merrickville's Mills in 1829 and in Smiths Falls by 1830. There was no regular service to the Montague post office until 1932.

Additional Navigable Waters

As early as 1834, a notice appeared in Bathurst Courier, stating that the inhabitants of Beckwith, Ramsay, Lanark and Dalhousie intended to petition the Legislature to employ a competent engineer to examine the route from the Rideau through to Cockburn Creek. Another canal was also designed three miles in length from Mississippi Lake to Cockburn Creek, providing the Townships with sixty miles of navigable waters.

In 1883, the Department of Railways and Canals received a petition from residents of Leeds, Lanark and Addington counties requesting a navigable channel from Bob's Lake to Upper Rideau Lake. This petition was unsuccessful because the water of Bob's Lake would be diverted from the Tay to the Upper Rideau and down to Kingston.

Attractions and Limitations

The contemporary railroad system was instrumental in the opening of Ontario resort areas for boaters. It was in the interest of the railroads to promote the lake systems to which they gave access. The railways touched base with the Rideau Canal but few took time to promote it.

The Canadian Northern Ontario Railway between Ottawa and Toronto became the first railway to run somewhat parallel to the Rideau Canal system with stations at Chaffey's Locks, Portland, and Smiths Falls. The Bytown and Prescott Railway (St. Lawrence and Ottawa grand Junction Railroad Co.) was the first line to cross the Rideau Canal in 1854 following a route that paralleled the east side of the Rideau River from Kemptville to Ottawa. The arrival of the Canadian Northern Railway (or Canadian Northern Ontario Railway) was greatly anticipated. A

map of the route was printed by the railway in 1907 but was not completed until 1913. Before the line was completed, there was considerable speculation that they wished to acquire the assets of the Rideau Lakes Navigation Company "for a general scheme of improving the Rideau Lakes as a popular summer resort". It was believed that the railway wanted to establish a hotel on the system. The Navigation Co. was never sold and the Canadian Northern Railway never set forth their plan to invigorate the Rideau Resort Area.

The Brockville and Westport Railway had the greatest potential to promote the Rideau Waterway as its route traversed the heart of the Rideau Lakes. The B. & W. railway was incorporated in 1871 and its name was changed to the Brockville, Westport and Sault St. Marie Railway in 1884. The Railway was sold to the Canadian Northern Railway in 1911.

Between 1900 and 1908, the Brockville, Westport and North Western Railway produced "A guide to the Picturesque Rideau, Beverley, Charleston, Newboro Lakes and Jones Falls".

The Grand Trunk ignored the Rideau Lakes. The G.T.R. and the C.P.R. were more interested in promoting major vacation areas and new sites for outdoor recreation in the wilderness. In the eyes of most railway promoters, the Rideau was either not competitive or not adventurous enough.

The K & P line advertised the Rideau Lakes as a first class fish and game area.

The Rideau Canal: Defence, Transport and Recreation

Despite its basic inadequacy as a transportation route, the Rideau did have a place in early trading patterns in Upper Canada. A recent study has demonstrated that until completion of the St. Lawrence Canal late in the 1840's, the Rideau system served as one side of a triangular trade route that saw shipping ascend to the Great Lakes through the Ottawa and Rideau Canals (where the safety of the passage outweighed its slowness) and return to Montreal. Shooting the rapids of the St. Lawrence sped up the journey. After the St. Lawrence Seaway was completed, creating a nine foot deep waterway from the Great Lakes to Montreal, the triangular route became less popular and went into decline. The Rideau, a circuitous route obstructed by numerous locks, was increasingly restricted to local trade. By the latter years of the 19th century, with the depletion of timber and mineral resources in the Rideau hinterland, the waterway functioned almost entirely as a regional system.

Financial problems were experienced by the canal during its early years. The tolls and rents received never met the expenses of maintaining the works. In May 1832, the merchants of the St. Lawrence had lowered their rates of cartage to prevent trade being transferred to the Rideau system.

Although the Rideau was never called upon to demonstrate its military value and failed to attract the carrying trade so optimistically foreseen by Colonel By, the waterway made an

increasing contribution to the eastern Ontario area in a way never envisioned by its builders. In the latter decades of the 19th century, pleasure boats began to appear on the system in growing numbers. During the 20th century, the recreational value of the waterway was to become a major determinant of its development.

As the land surrounding the Rideau became developed and cleared of the heavy forest, the spring runoff became larger and the water supply in summer was very low. This led to the construction of dams to retain water in the tributaries for use later in the summer. This began in 1865. (Tulloch, p.14)

Canal Markers

During the 1890's, the Department of Railways and Canals began to lay buoys along the hazardous sections of the canal. For many years after the opening of the canal, trees drowned by the water protruded and marked the navigable channel. By the late 1800's, the trees had rotted at the water line and sank, leaving the stumps submerged and the route of safe passage unknown. By 1889, Ogle Cargs of Smiths Falls was hired to lay ten buoy's through the drowned lands between Merrickville and Kilmarnock. The early markers were not of great value because they were driven into the river bottom. They were easily torn by the ice moving downstream in the spring and consequently could not be relied upon. In 1894, the buoys were removed so as captains could not blame faulty markers for any mishaps on the waterway. In 1907, the Department of Mines and Fisheries began using the current markers of red and black buoys which were changed to red and green in the past 15 years.

In the early 1900's, the waterway was under pressure to close due to its tendency to lose money. One of the arguments in favour of keeping the canal open was that the canal provided competition to the railways and thus was a factor in controlling the freight rates.

Late in 1914, the city of Ottawa suggested that the minimum amount of headroom under bridges over the canal within the city be reduced from 29.6" to 12'.

When the Canal began to be used for pleasure, the extra lockage of small boats was a concern since it was a waste of the water supply and large commercial vessels were forced to stop their runs when the water level fell.

Canal Hours

1832 - 1871	24 hours a day 7 days a week
1871 - 1908	24 hours a day, closed midnight Saturday until midnight Sunday, except during the last weeks of the season
1908 - 1914	24 hours a day, closed 6 am to 9 pm Sunday
1914	closed 9 am to 6 pm Sunday

Rideau Lakes Navigation Company

Daniel Noonan was the President of the Rideau Lakes Navigation Company. The company made arrangements to have information on the Rideau area included in the New York Central Railroads advertising material in 1900. The Rideau Lakes Navigation Company, which operated the Rideau King and Rideau Queen, offered the most extensive promotional material. The company attempted to link themselves not with a Canadian railway but an American connection with the New York Central Railway through Clayton on the St. Lawrence.

Recreational Boating on the Rideau Waterway 1890-1930

Euro-Canadians first arrived in the Rideau Corridor after 1783, and the Rideau Military settlement at Perth in 1816 established an early pattern of rural penetration in the wilderness. The Rideau Canal opened up a line of communication that would serve first military, then commercial and finally recreational interests.

Early regattas were held at Barriefield from 1835 at the Cataraqui River mouth of the Rideau system. The first Rideau Ferry Regatta was held in 1897.

The Smiths Falls newspaper reported in 1900 that "this year almost every island and every inviting looking point are occupied by cottages and campers and row boats, sail boats, canoes, yachts and steamers".

The face of recreational boating rapidly changed with the adaption of the internal combustion engine to the hull of a boat. As early as 1900, Perth carriage maker Thomas Hicks Sr. ran the first motor boat up the Rideau Lakes.

Boom of the Motor Boat

Between 1900-1919, the motor boat industry boomed, being able to produce a power boat at a reasonable cost. The development of the motor boat even out-paced the automobile in its early years. In 1913 Captain Noonan of the Rideau Lakes Navigation Company reported tourist and traffic on the Rideau Canal "as being heavier this year than it has been for years". The rise of the motor boat, combined with the growth of railway lines in the Rideau region, slowly undermined the viability of the large passenger steamer which had been so popular prior to the turn of the century.

By 1818, the automobile and its attendant network of roads increased the accessibility to resort and cottage areas, reducing the need for using the Rideau Canal for access. Small scale boat builders had been replaced by mass production boat building firms, increased size of power plants saw the rise of cabin cruisers.

In a number of locations on the Rideau Canal, encroaching wetlands, narrow waters and

poor navigation markers were of concern to recreational boaters at the turn of the 19th century. The navigable limitations of the Rideau waterway in certain sections did not help promotion and competition with the St. Lawrence River.

Development of Recreational Boats

There were six main categories of recreational boats: canoes, skiffs, sailboat, houseboats, steam yachts and motor boats.

Canoe

The canoe as a recreational boat satisfied a diverse range of activities and sports. With a basic skill in balancing and paddling a canoe, the tourist, resident, cottager or camper could use canoes for fishing, hunting, camping, racing, tripping or pleasure in a day's outing or for periods of longer duration. At places like Smiths Falls, Carleton Place and Ottawa, canoe clubs became remarkably popular for the pursuit of recreational boating as well as social centres for parties and dances. (Turner, 1986)

The Skiff

The birth of the skiff in the 1800's offered the rising tourist traffic in the St. Lawrence area a light, stable, streamlined, straight-tracking double ended rowboat that could be skimmed over shallow weed ponds, sailed in deep waters and easily portaged. Before the motor boat, the skiff became an indispensable craft for the cottage owner as a stable means of transporting people and luggage, and as a recreational boat. (Turner, 1986)

Sailboats

The Rideau Canal was not very conducive to the widespread use of sailing craft for recreational purposes. Narrow stretches of canal and channel, hidden obstructions on drowned lands, rock and island-infested lakes, and a limited draught at lock stations made sailing a risky business without some alternate means to guide the craft. Between 1910 and 1922, no sailboat cruised the entire length of the canal. Annual regattas at Rideau Ferry and Portland included sailing events in their program. (Turner, 1986)

House Boats

Before the arrival of large gasoline-powered cruisers, the height of potential comfort among recreational vessels was the house boat. When gasoline engines developed the power package necessary to drive the house boat, it led to the development of the streamlined cruiser, which was designed for optimum speed as well as comfort. The cruisers almost brought the house boat to the brink of extinction and some were converted into cottages on dry land. In 1900, a Canadian houseboat, called the Dutchess, built that year in Portsmouth near Kingston,

was being hauled by T.S. Wheeler of New York and his steam yacht Vaiad for some cruising around upper Rideau Lake. The Dutchess was described as the "stoutest float" with luxuriously furnished wood, bathroom with hot and cold water, electric light and large airy rooms. (Turner, 1986)

Steam Yacht

On the Rideau Canal, the steam yachts were excellent touring vessels along the channel or on the lakes. In many ways, the steam yacht was the natural linkage between the commercial/passenger steamboat and its speedier cousin, the gasoline-powered motor boat. The steam or naphtha launch dominated the self-propelled recreational boat market in Canada from 1880's to the 1905 when the internal combustion gasoline engine took over. (Turner, 1986)

The Motor Boat

In the 1880's, Gottlieb Daimler operated the first gasoline driven motor boat on the Seine River in Paris, France. In 1900, Thomas Hicks of Perth ran his boat, the Bessie, with a newly installed gasoline motor on the Rideau Lakes. In 1901, John Maitland of Smiths Falls launched his solid oak gasoline driven boat at Smiths Falls. In 1908, 41 launches at Perth and 36 in Smiths Falls were tabulated and another 26 at neighbouring Carleton Place by 1909. There was a 60 percent increase in motor boat lockages on the canal, rising from 14,882 in 1910 to 24,884 in 1915. In 1909, the Perth Expositor described Mr. J.E. de Hertel making a record trip from Rideau Ferry to Perth in just 4 hours and five seconds. (Turner, 1986)

Boat Building

Boat building seemed to be most prominent at Kingston and Ottawa. In Smiths Falls, Captain William O'Mara and his son built steamers, barges and steam yachts. While running and building barges on the Rideau Canal, O'Mara developed into an "exceptionally good boat builder". O'Mara built the 95' excursion steamer the Olive in 1875. O'Mara was perhaps best known for building and operating the steam yacht Tropic from 1885 through 1890's which could carry up to forty passengers.

One of the most innovative builders of recreational boats in the Rideau System was the hardware store, iron foundry and machine shop of James and Reid of Perth. Some of the other prominent boat builders of the Rideau were William J. Dowsett of Portland (1907-1950), Charles Edgley of Westport, and James Conley and son of Westport. After 1930, some of the surrounding boat builders were Gillies and son of Carleton Place (1901-1905), the Jeffery Boat Company of Athens (1932), and the Dey Brothers Boat and Canoe Works of Ottawa (1862-1925).

In 1908, the Dey Brothers Boat and Canoe Works sold 16 foot boats for \$18.00; pleasure canoes for \$25.00 and up, and complete gasoline launches for \$180.00.

Regattas

The early regattas largely avoided the professionalization of motor boat racing and remained an open affair encouraging active participation. Most of the early Canadian regattas were associated with the racing of water craft used otherwise for work. The Ottawa Canoe Club held its first annual regatta in 1882. The first Rideau Ferry regatta was held in August of 1897. Summer residents had arranged for the regatta to include such events as a canoe tournament, a tandem canoe race, single and double sculls, and a steam yacht race. Rideau Ferry was chosen as a race site because of its narrows which offered good viewing areas from either side of the river, and it was also close to Smiths Falls and Perth by road or water. By 1899, the annual turn out of spectators was estimated at 3 000 persons. The regatta had been expanded to 16 competitions including an illuminated flotilla, local cottages and boat houses were decorated, and was an evening fireworks display. By 1900, a steering committee called the Perth Regatta Association took the Rideau Ferry Regatta under its wing and called it the Perth Regatta. The Regatta in 1900 suffered reduced attendance due to hot weather and competition from a circus in Carleton Place as well as a lacrosse match in Arnprior. By 1903, the Rideau Ferry Regatta was forced into hibernation.

In July of 1909, there was talk of holding the regatta sometime in the next month. It is unknown whether it actually transpired. The 1910 Regatta suffered from poor organization and lack of preparation and the ill-fated event lapsed again.

The Rideau Ferry Regatta was revived for the third time in the 1920's. The Rideau Ferry Aquatic and Motor Association built a clubhouse for their boats and meetings in 1925.

Commercial Navigation on the Rideau 1832-1961

At four o'clock on the afternoon of May 22 1832, the 80' steamer the Pumper approached the southern entrance of the Rideau Canal at Kingston Mills about to begin the voyage to Bytown. Powered by a 12-horsepower engine, the Pumper reached the head of the eight locks at Bytown on May 29. The Pumper was built in Kingston in 1829.

Origins of Steam Navigation

Some authorities credit the English clockmaker, Jonathan Hulls, with the invention of the first practical steamboat. At an even earlier date (1707) Denis Papin, professor of mathematics at Marburg, operated a steamer on the Fulda. However, his craft was seized and destroyed on a trip to England.

The Screw Propeller

A rival and in general greatly superior propulsion device to the paddle wheel was the

propeller. The first craft powered by a propeller to see service in American waters was the Robert F. Stockten, built by Laird Bros. in 1838. She was taken to the United States in 1840 and renamed the New Jersey.

The paddle wheel remained in use in the rivers and canals, where manoeuvrability and shallow draught were essential. The paddle wheel offered the advantage of working well in reverse which was not true for the propeller. Nonetheless, propellers from as early as the 1840's displaced the paddle wheels on the Rideau.

Steam on Canada's Inland Waters

One of the first steamers was John Molson's Accommodation, completed in 1809, was 85 feet in length and had a 16 foot beam. It was powered by a 6 Hp engine. Her successor on the Montreal-Quebec route was Molson's Swiftsure built in 1811, which was slightly larger with a 28 Hp engine. John Molson had a monopoly on the steam boat in the St. Lawrence with 5 boats operating under the St. Lawrence Steamboat Company.

Early Commercial Navigation on the Rideau

The size of early steamers which could travel the canal was limited by the 134' x 33' locks. Colonel By strongly recommended 150' x 33', since he foresaw the importance of steamers on the canal in the future.

At the outset, the small low-powered paddle-wheel steamers carried freight, passengers and towed barges which made service slow and irregular. By the 1850's, Rideau steamers were increasingly designed for a particular function, whether as tugs, freight or passenger boats.

Trends begun in the 1840's accelerated during the period 1850-90 as a result of improving technology, and, at the outset, no undue railway competition.

Lighting

In ordnance times, illumination was provided by sperm oil lamps at locks and wharves. In 1892, a contract awarded to the Ottawa Electric Light Company allowed for the installation of five arc lamps to light the Ottawa locks and Canal basin.

The Mining Industry

From the mid-1850's, valuable mining properties were developed in the Rideau corridor which added considerably to the carry trade of the Rideau Canal. Phosphates were mined from North Elmsley and North Burgess. The area at Newboro Lake yielded large quantities of iron ore.

The Passenger Excursion Steamer

The old passenger steamers of the mid century gave way to an increasing number of specialized steamers whose purpose was to ferry tourists and run excursions on the waterway. The Ella Ross, D.C. West, and Rideau Belle set routes which would be followed by the more palatial James Swift (later Rideau King) and the luxurious Rideau Queen by 1900.

Early well-appointed river steamers plied the waterways, with panelled lounges and dining saloons, sheltered decks, tempting cuisine and unhurried progress. An early and very well known excursion steamer was the James Swift, which was re-named the Rideau King in 1901. The Rideau King was operated by the Rideau Lakes Navigation Company and made the run from Kingston to Ottawa in 23 hours.

Wood was the preferred fuel for steamers as long as it was readily available. Farmers and settlers made extra money by cutting and stacking wood for steamers. In the mid 1860's, much of the wood for steamers had to be hauled from farther away. It was at this point that steamers started burning coal. With the completion of the Canadian Pacific's (Ontario-Quebec) Montreal-Toronto line via Smiths Falls in 1885, the coal trade on the Rideau was booming.

Rideau Excursions and the Cabin Steamer

For only seventy-five cents return fare from Perth, citizens could enjoy a group excursion to Newboro, arriving at one o'clock in the afternoon, in time to see a baseball game between teams from Perth and Elgin. About 250 people piled on to the Rideau King below the Tay basin. Captain Ed Fleming had threatened to call off the trip because of a lack of water in the Tay Canal. The Rideau King scraped its way down to the Beveridges lock station in a dismal two hours.

The Ida, which ran a weekly service on the Kingston-Ottawa-Montreal route in the early 1890's, ran two local excursions to Kemptville via Merrickville. At 7:30 am, while the brass band was playing, the Ida picked up passengers at Andrewsville, Nicholson's locks and Burritt's Rapids. The trip was described as pleasant but slow, it took four hours to reach the crowded dock at Kemptville. The Kemptville brass band greeted the crowd with a cheer and a processional parade into town.

There were several excursions run out of Perth aboard the John Haggart. In August of 1900, the John Haggart ran 19 excursions out of Perth and Smiths Falls.

Decline of the Steamboat Excursion

The decline of the steamboat excursions on the Rideau Waterway involved many factors. The rise of the automobile and motor boat were obvious influences, but there were other situations that made the excursion trade, especially large cabin steamers, more difficult to survive. Weather played a major role in the success or failure of a planned excursion. In 1914, the Rideau

Lakes Navigation Company blamed the low water levels on the Rideau Canal for its decision to discontinue full canal-length service in September of that year. Although the war was also responsible for the interruption of service, the lack of security of the water level made it less likely that an entrepreneur would be willing to risk the revival of steam service after the war.

A more serious fault could be formed in periods of low water levels. The Rideau Queen abandoned the Rideau Canal forever in mid July 1915 when it could not navigate to Smiths Falls beyond Rideau Ferry due to low water.

Railway Excursions

As early as 1890, the railways were competing with steamers for the excursion trade. Special railway excursions transported people to the Thousand Islands, Bay of Quinte and Ottawa at a much quicker pace. The most significant factor, aided by the technological changes in the gasoline engine in boats and cars, was the change of boating from a public pastime to a private experience.

Only a few months after the Ottawa Motor Boat Association was formed in 1909, D'Arley Bently, acting as secretary, wrote the Department of Railways and Canals outlining a number of areas where the Rideau Canal was deficient in its handling of recreational boats. Bently listed the need for safety ladders on lock walls, mooring facilities at locks, better marked channel buoys and cedar bushes between Manotick and Kingston, and a system of colour schemes on tripod buoys along the canal to better mark on which side of the buoy they should pass.

The Olive

Olive was a dual purpose passenger-freight steamer built by William O'Mara in Smiths Falls in 1875. She was 95' in length and 18.5' in breadth, and was licensed to carry twenty passengers.

Priority of Lockages

In 1915, steamers had priority of passage over motor boats, bigger boats had priority over smaller boats, and business vessels had priority over pleasure craft.

Boat Speed

By 1908, the Rideau Canal Administration acknowledged the need to include speed limits in the canal regulations, and a speed limit of 6 mph was established on the artificial canal between Hogs Back and Ottawa. (Tulloch, p. 39) The Tay followed in 1909. Fines varied from \$5.00 to \$20.00.

Flag Incident

Flags were regulated so as to ensure the proper use of them. The first incident occurred on the Tay Canal in 1893 when a small yacht owned by Dr. Martin of Ottawa, who was escorting an American woman, was refused passage at a swing bridge in Perth because the bridge tender would not allow a boat to pass which carried a single American flag. Dr. Martin was sent to town to purchase a Canadian flag before he was allowed to pass.

An incident of "uncourteous and ignorant behaviour" had occurred in the Hudson River in 1896 when A. W. Thompson on his Smiths Falls built Gladys needed police protection in Troy when he flew the Canadian Flag from the peak while the American Flag flew from below.

Lights

By 1910, the Marine Department law, Rideau Canal Regulations and the Canada Shipping Act required motor boats to carry stationary lights fore and aft, and skiffs, sailboats and canoes to have a lantern or light at their convenience in case of need.

Transportation Project Area 3

History of Waterways in Lanark County

including information pertaining to the Townships of Beckwith, Darling, Lanark, Pakenham, and Ramsay, and the Towns of Almonte and Carleton Place

The Mississippi Canal?

The early settlers in Beckwith township hoped that the military canal which was, it was rumoured, to be built in the near future would be constructed following the route of the Mississippi, not the Rideau, River.

"In the autumn of 1822 it was reported that a party of settlers below Morphy's Falls (later Carleton Place on Beckwith's northern boundary) had built a boat, 24 feet long, in which they had descended the Mississippi, Ottawa and St. Lawrence rivers to Lachine in five days, and returned in seven days. As a result "The people in that quarter are in high spirits at the idea of the navigation passing that way to Montreal". " (Lockwood, p.14)

Steam Boats on the Mississippi

The first steamboat on the Canadian Mississippi was launched in the year of national confederation. It was built in Carleton Place by John Craigie, who had opened a riverside shingle mill producing for the United States market with machinery of his own invention. His boat, the last steamer to be built and used here, was given the name of the river. An announcement of August, 1867, said, "The little steamer Mississippi was making regular trips between Carleton Place and Innisville, carrying freight and passengers. Excursion parties desirous of seeing the lakes, or fishing, shooting ducks, gathering berries, etcetera, can have the use of the boat at reasonable charges. (Brown, 1969, p.52)

"A larger steamboat was needed for the ambitious plans of the Mississippi Navigation Company, incorporated two years later with an authorized capitalization of \$100,000 to build locks at Innisville and Fergusons Falls." (Brown, 1969, p.52)

The Steamers named Enterprise:

A new steamer, the Enterprise, was built in Carleton Place by John Craigie in October 1869. The steamer had a short run as an excursion steamer and, in 1872, was sold in a "neglected state of affairs" to John McLaren and the Canada Lumber Company.

It should be noted that it appears there may have been two steamboats with the name

Enterprise. A steamer built in Perth which ran exclusively on the Tay and Rideau Canals also bore the name Enterprise, and was in use around the same time as the boat which plied the Mississippi.

Paddle Wheel Steamboats

The paddle wheeled steamboats which once featured pursuit of industry and pleasure on several sections of the river, may be viewed as one of the symbols of its earlier hearty times to which time has lent an aura of its own. Carleton Place steamboats of impressive size and of other romantic names plied for over fifty years between Carleton Place and Innisville.... The hoarse blast of the steamboat whistle long echoed from heavily wooded shores to signal other "steamboat coming around the bend". On expeditions of holiday's, public functions and moonlit summer nights the echoing sound across its lake and river waters, answered by the cry of the loon, might be of brass bands and a hundred voices in song, or of bagpipes, fiddles or orchestra and dancing on decks and perhaps on planked barges in tow. (Brown, 1969, p.51- 52)

The following information is taken from Howard Morton Brown's Founded Upon a Rock:

In the rise of the local steamboat era, the Ripple had been built by Adam Dunlop in 1880. As refitted for free-spending Hawthorne mill proprietor William H. Wylie in 1883, the Ripple, of 43 foot keel and ten foot beam, acquired a four blade screw of 42 inches diameter and a continuous panelled and glassed cabin which left short fore and aft outer decks.

The Morning Star in the 1880's and later was operated by "Captain" John Moore, its working service chiefly towing sand and firewood by barge from the upper waters to the town. When lake trout spawn was planted at Prettie's Island and in the Big Lake in 1886 the transportation for that unsuccessful introduction, as one of its less typical services, was supplied by the Morning Star.

The Mayflower, built by Polsen and Company, Toronto, for George Thackaberry and launched in 1886, had a 32 foot keel, eight foot beam and a speed of ten miles an hour. After a years's use by him, mainly in towing sand barges from his sand-beached Tenth Line Shore to the town, it was bought and run by Captain Moore for similar services to the town.

The long-lived Commodore shared the water freight, towing and excursion activities of the Gay Nineties, also captained for a time by John Moore. Later it was bought by Henry Willis and George Willis and kept in active use by them until the depression of the 1920's. The attempt of those two born and bred rivermen to clear weeds from the Canadian Canoe Association course in 1920 by dragging chain dredges from the Commodore was one of the varieties of water experiments which met with little success.

The queen of the lakes in its short life span was the eighty foot Carleton, a side wheeler of sixteen foot beam with full cabin deck and upper deck,... Ambitiously commissioned by the Lake Park Company of Carleton Place and built under shipwright J.

S. Ferguson by the Gillies Boat Works, it was set afloat in 1893. It carried life preservers for two hundred passengers and ran successfully, if not with financial profit, for six years. With its engines sold it was towed for a time as a powerless passenger barge. The canoe club which fathered the present Carleton Place Canoe Club was organized at July, 1893, meeting of twenty enthusiasts gathered in the cabin of the Carleton.

The Lillian B., supplied from Ottawa for local hotelman Peter Salter in 1899 for carrying passengers to his Queen's Royal Hotel, was a forty foot coal burner with screw propeller, registered for a legal capacity of thirty-five passengers. It ran regular until 1907 and finally was beached in the Hotel Bay at Lake Park. There it was abandoned to the last fate of many other gallant steam craft of Carleton Place and of similar Ontario home ports, at that time of changing ways of life.

The Belle, launched here in 1903 for Abner Nichols and Son's sawmill, was a product of the Gillies Boat Works. It was a twenty-six foot coal burning tug which still towed its rafts of logs from the Innisville rapids to the Nichols mill in Carleton Place after the town's other steamers had ended their best working days or had been shipped to other waters.

The last steamer to be set in use here was the Cookes' Mississippi, built in 1905 at the Gillies Works, of a size approaching that of the Commodore. Its service included towing barges of sand and of firewood. Smaller private lake craft of this period and earlier, of lengths in the range of thirty feet and less, were the Gillies' Lizzie, the Findlays' Nellie, the Four Macs, the Reta, the Carmelita and the Witch of the Wave. (Brown, 1969, pp.54-56)

Lake Park

"There were temporary forms of escape from the grind of Carleton Place mills and shops:

The different Points, Bays and Islands afford pretty sylvan neuks for a Summer day's amusement, and whenever the younger branches of Carleton Place society wish for a day['s] relaxation from the fatiguing duties of their daily labor, they collect a fleet of boats and canoes at McCaffrey's landing, and having prepared a commissariat of eatables and a proportionate quantity of the daughters of Eve, and secured perhaps a bagpipes and fiddle, they are able to consume a day at Allan's Point with quite an advantage to their physical health and mind.

The thickly wooded grove at Allan's point was a popular spot for picnics and outings from the 1860's onward, not only because the depth of water was suitable for swimming and the point had an excellent view of the lake not available in Carleton Place, but also because it was only a couple of miles away. The steamer Enterprise, a paddle wheeler capable of carrying 300 people that travelled Mississippi Lake in the service of the McLaren sawmill and later the Canada Lumber Company, also carried picnic and sporting parties to Allan's Point and Prettie's Island for outings in the 1870's and 1880's. Town churches, clubs, societies, the fire brigade, railwaymen and industries increasingly held picnics at Allan's Point, the Carleton Place Boating Club hosted regattas there in 1880 and

1881, and during the 1880's it developed as a family tenting centre for the town. A small two-storey hotel was built in 1887. Carleton Place was preparing to purchase the property as a publicly owned picnic and regatta park for the town, hence the new name Lake Park, when a local syndicate of prominent town inhabitants incorporated as the Lake Park Company Limited bought it to develop as a lively commercial summer resort. The John Gillies boat works was commissioned to build an eighty by sixteen foot side-wheeler steamboat for the Lake Park Company. The new steamboat, named the Carleton, was launched in 1893 and carried life preservers for 200 people.

The opening celebrations for Lake Park in 1893 featured the Princess Louise Dragoon Guards from Ottawa, who in their dress uniforms and dazzling metal helmets put on a Dominion Day musical ride with forty horses before a gathering of two thousand spectators. Peter P. Salter built a four storey hotel at Lake park named the Queen's Royal Hotel, an extension of his Leland Hotel on Bridge Street in Carleton Place, in the 1890's. A steamboat named the Lillian B., owned by Salter, carried guests back and forth between the resort and Carleton Place. The Lake Park hotel featured a race track, band and dance pavilions, steamboat docks, and a picnic dining room capable of seating several hundred people at a time. Team, track and water sports, firework displays over the water, even circus acts were presented to bring in summer crowds by railway and steamer. The first canoe club at Carleton Place, the Ottawa Valley Canoe Association, was formed in 1893 and held its first regatta that same year at Lake Park. It later became known as the Carleton Place Canoe Club. To further boost the popularity of the resort, a petition from 32 landowners along Beckwith's eleventh concession supported a plan by Peter Salter to construct an electric railway from Carleton Place to Lake Park along the Canadian Pacific railway tracks and the eleventh concession line, but it never came to be. (Lockwood, pp.482-485)

TRANSPORTATION PROJECT

THE HISTORY OF RAILWAYS IN LANARK COUNTY

TRANSPORTATION PROJECT AREA 1

THE HISTORY OF RAILWAYS IN LANARK COUNTY

including information pertaining to the Townships of Bathurst, Dalhousie, Drummond, Lavant, North Sherbrooke and South Sherbrooke

The Railway Era

Steamboats began to disappear with the emergence of railroads, which first came on the scene in the 1850's and thrived until the 1920's. Since the 1850's, railroads began to change the patterns of growth of towns and villages and rapidly became the most dependable way of shipping goods and transporting people.

People at this time were almost completely locked in by bad roads six out of twelve months. It would seem that road improvements should have been the first order of business. However, local canal proposals and plank road projects of the 1850's soon were forgotten with the prospect of railway transportation. Railway fever actually caused abandonment, neglect and decreased usage of roads and highways.

The Brockville and Ottawa Railway, begun in 1853 and completed in 1859, connected Smiths Falls, Perth, Carleton Place and Almonte, running through the heart of Lanark County. In 1859, the Brockville and Ottawa branch line reached Perth. At the time of completion, however, this highly-touted new transportation route still required some additional work.

Hoodooed Run of First Train to Perth in 40 Below Weather:

written by Harry Walker for the *Ottawa Journal*

On the morning of January 21, 1859, with the thermometer at 40 below zero, a reporter from the staff of the Brockville Recorder presented himself at the swank new station of the Brockville and Ottawa Railway. On the invitation of the managing director of the railway he was to make the first trip over the newly constructed line to Perth, then the end of steel.

Since it was the first passenger train in the district, and since it was also the first trip over the road, the railway had been generous with passes to prominent burghers. The two little wooden cars were crowded with excited passengers waiting for the wood-burning engine to get up steam. A week previous a government inspector had been over the road on a trial trip and pronounced it safe and ready to carry a pay load.

But it had snowed during the intervening days and ice had formed over the rails, a factor concerning which the travellers ushering in the new era of steam in the district were blissfully unaware. The scribe reported the trip as being uneventful as far as Smiths Falls.

He wrote that the distance between Brockville and Smiths Falls "was made at an

easy rate over a first class road". But from Smiths Falls to Perth it was a chapter of trouble in sub-zero temperature. Snow and ice had caked on the rails and the wheels of the puffing wood-burner could not get traction.

Trails of "Iron Horse"

The bolder spirits stayed with the train. They had the pioneering urge to stick by the new "iron horse" that scorned the old plank roads over the swamps! The second engine had not hauled the rugged passengers very far on the rails to Perth when it balked.

Its boiler had gone dry. Overboard tumbled the passengers and crew to search the frozen ditches and creeks for water. This chore had to be done again a few miles onward. But, screeching around the bends with a black plume of smoke gaily proclaiming to the country side the advent of steam, the wide-funnelled engine pulled the laden cars.

The expedition stalled again less than two miles from Perth. "The last car on the train came to a dead stand", recorded the scribe who added, "The coupling of the car had given way and the forward car with the engine went off by itself, leaving a car full of passengers all alone in their glory until the engine returned from Perth with a rope to hitch to the car". At seven that night the engine panted into Perth with two cars of passengers who had been nearly 10 hours on the run of 40 miles from Brockville. But there was still the return journey.

Stalled at Perth

The train of two cars was scheduled to leave Perth at eight in the evening. But he reporter, who by this time, was finding the novelty of the assignment wearing off, wrote that "our prospects for reaching Brockville were all but smashed into a cocked hat." It seems that, in shunting, one of the cars had got off the tracks and three hours were spent in the cold, bleak railway yard before the recalcitrant ear was hoisted on the rails. Remember those were the days when steam heat in trains was still an undreamed of luxury.

The tired news hawk wrote that finally "at eleven o'clock 'all aboard' was shouted and the wearied passengers reached home about half past three in the morning never to forget the first trip to Perth over the B&O Railway". He was determined to end his story on a hopeful note so he penned this "plug" for the brave B&O: "The severe cold of the day prevented anything like an inspection of the works along the line, but from what we did see we have no doubt but that the road when thoroughly ballasted will be second to none in Canada."

Fares and Freight Rates

Soon everybody wanted to travel over the road. On February 18, 1859, the Bathurst Courier in its first railway advertisement published the time table as follows: "The train will leave Perth daily except Sunday at 8:50 a.m. arriving at Brockville at 11:15 a.m. to catch the Grand Trunk Railway East and West. It will leave Brockville at 5:15 p.m. arriving at Perth at 7:55 p.m. with mails and passengers from Toronto and Montreal of the same morning."

The fare from Perth to Smiths Falls was 10 cents and from Perth to Brockville it was \$1.50 return. The freight rates ranged from 35 cents per 100 lbs. for first class goods, to 14 cents per 100 lbs. for fourth class goods. Flour was carried for 20 cents a barrel,

pork at 30 cents, clay and sand at 25 cents. Lumber was at \$1.50 per ton, while the rate for cattle and horses was \$14 per car load.

The Toronto and Ottawa Railway

In 1882, construction was begun on the section of the Toronto and Ottawa Railway between Perth and Bridgewater (Actinolite). At the same time, work was commenced on the portion of the Ontario and Quebec Railway between Perth and Sharbot Lake. There were 800 men on the Toronto and Ottawa line in May 1882 and 600 men on the Ottawa and Quebec line in October of the same year. On April 1 1882, the Toronto and Ottawa Railroad was taken over by the Midland Railway, which was leased by the Grand Trunk. The Perth-Actinolite line was abandoned.

The Kingston and Pembroke Railway

The idea for building a link from Kingston to Pembroke came about during late 1960's. The newspapers picked it up in early 1870, the era of the railroad boom. A group of Kingston businessmen and professionals pushed for the construction of the railroad as an economic link.

"Wider markets for local produce, more employment opportunities as mines and sawmills opened up, an opportunity for investors to flock in, all these were mentioned by the promoters in their trips through the area". (Bennett, p. 8)

C.F. Gildersleeve, a wealthy shipbuilder, was the first President of the K&P Railway Company, and held this position for more than 30 years. It was chartered April 14, 1871 and never actually reached Pembroke. It took 12 years to build 112 miles, including spurs to reach the mines.

Building the Railroad

The first sod was turned in Kingston in 1872. The first contractor, G.B. Phelps, defaulted in 1875 paving the way for the Flower family and the Folger family to become major players, with a controlling interest in the company.

All aboard! for Glenvale, Murvale, Harrowsmith, Hartington, Verona, Godfrey, Hinchinbrooke, Tichborne, Oconto, Sharbot Lake, Oso, Clarendon, Robertsville, Mississippi, Snow Road, Wilbur, Lavant, Folger, Clyde Forks, Flower, Barryvale, Calabogie, Ashdad, Opeongo, Renfrew Jct., and Renfrew.

This is the call that was heard every week-day at 10 am at the K&P station at Kingston. It was heard in reverse at Renfrew from the time the K&P was built in the early 1880's until passenger service was discontinued June 27, 1960. From January 1, 1913, this railroad was owned and operated by the Canadian Pacific Railway by an Order-in-Council dated in December,

1912.

With the passing of these branch lines has gone the small, red frame stations beside the rails of steel. No more do the lads and lassies gather at the stations to watch old No. 613 huffing and puffing up the grade; hear the long-drawn, high-pitched whistle for the crossings; the hissing of the steam and the clang of the bell as the train pulls in to the station. This was the high-light of the day.

The following information is taken from the book O'Brien:

The K&P was chartered April 14, 1871, by Ben W. Folger and Chas Gildersleeve, the latter a steamboat owner. The original charter called for the railway to link Kingston with Pembroke, with a ferry across the Ottawa River at Pembroke to the Quebec shore. The dream and the reality never quite matched up, but after some initial difficulty with financing, the partners brought in R.F. Flower of New York City to help raise money. Local financial support was asked for, and in 1871 they received \$300,000 from the city of Kingston and \$100,000 from Renfrew County.

The first sod in the building of the K&P railroad was turned near the Davis Tannery, Kingston, in the early spring of 1872, by the then Mayor, W.M. Drennan. The Folger brothers were the Chief Promoters, and T.W. Nash was the Chief Engineer.

The head office of the company was at that time in the building directly opposite the main gate of the Tete-de-Pont Barracks. The new station was built in 1885 where it is now located in front of the City Buildings.

In 1877 the first train was run to Godfrey, and was in charge of Wm. Carnovsky as conductor and W. Draper as engineer. It was also in 1877 that the first train reached Sharbot Lake. This train handled the first mail carried north of Kingston by rail, the mail clerk being J. Scobell.

In 1878, construction work was carried on north of Mississippi (northern terminus for a time) and continued till in 1883 it had reached Snow Road, and in 1884 had reached Barryvale and Calabogie. It was on December 29, 1884, that the first train arrived in Renfrew with D.J. Young as one of the brakemen. It was a bitterly cold, wintry day, but despite the weather, a large number of the citizens of Renfrew were on hand to give a warm welcome to the officials and crew.

It is not known who the contractor was for the southern portion of this line, but M.J. O'Brien was the contractor for what was called the K&P Extension. The book "O'Brien" indicated this extension to be the portion from Lanark to Renfrew. As no train ever reached the Village of Lanark, this is taken to mean the boundary of Lanark County, or possibly Lavant. It was noted that any man who wanted to work for O'Brien on the K&P had to meet one condition:

temperance.

The first engines on this line were wood-burners, these being replaced first by coal burners, then the Moguls (which bore numbers instead of names), and later by others still heavier and faster, finally ending with diesels. It is interesting to note that the earlier engines, until the advent of the Moguls, bore names as well as numbers. There was the "Providence" which was the first engine used on regular runs, the "Peter McLaren" and the "Boyd Caldwell" called after the lumber barons, the "R.P. Flower" after the New York capitalist, the "H. Roberts", the "G.B. Linderman", and the "Iron Horse". The Moguls made their appearance about 1888 and were thought to be the "last word" in engines, but today they would not even do for yard engines.

The first train dispatcher was Marshall Snider, who was succeeded by D. Campbell, who in turn was followed by J.H. Shibley, T.S. Wells, and Fred Clark. The latter was transferred to the C.P.R. operating department when that company assumed the control of the K&P. He operated at Mississippi for a time, also Grafton and Brighton.

The original builders of the Kingston and Pembroke Railway began construction out of Kingston about 1871, but in a few years there was a financial crisis and they had to give up. Then another group bought out the company and by 1875 had put the road through as far as Sharbot Lake. Before long the municipalities along the line were able to get a provincial grant of \$7,000 per mile.

More pressure was brought on the government and by 1882 another grant of \$8,000 per mile was given to extend the road through to the Madawaska River. In the same year, the Village of Renfrew, thanks to the good efforts of A.A. Wright, John Smith and others, voted 81 to 7 to give the K&P a bonus of \$3,000. The federal government gave a subsidy of \$48,000 and the railway was enabled to build across Calabogie Lake and get through to Renfrew in 1884.

Although this railroad never did get to Pembroke, it was always called the K&P fondly known as the "Kick and Push".

In the early days, this was a very busy line, with a passenger train running both north and south each week-day. There was also a freight train running both ways each week-day. These freight trains carried tremendous amounts of pulpwood and lumber over the years. Every spring, huge amounts of maple syrup were shipped to the far west and intervening points, and Snow Road Station was once the largest shipping point for maple syrup in the Dominion of Canada.

By 1931, business on this line had begun to slacken, and on January 11, 1932, the freights were taken off and the passenger trains became "mixed" trains, carrying both passengers and freight, one north-bound and one south-bound daily except Sunday. This service continued until April 25, 1959 when the last of the old steam engines was retired. From then on, diesel engines were used on a tri-weekly service basis until June 27, 1960. At this time, all passenger service ceased, and a reduced number of trains ran, carrying only freight. Even this service did not

continue very long. On November 1, 1960, the schedule was changed again, and we saw freights on Tuesdays and Fridays only, running from Smiths Falls to Renfrew via the K&P, and back the same day. By this time, everyone could see the "writing on the wall", and it wasn't long until things happened very quickly. Mississippi Station was closed September 1, 1959, and torn down in 1963. Lavant Station was closed December 28, 1961. The express office at Snow Road was closed December 29, 1961 and the station there closed March 1, 1963. The last we saw of train travel between Snow Road and Calabogie was December 29, 1961. The tracks on this portion were lifted by May 13, 1963. Clarendon Station was closed January 10, 1962.

After freight service ceased between Snow Road and Calabogie, the freight train running between Brockville and Havelock would back in from Sharbot Lake at such times as it had freight for points between Sharbot Lake and Snow Road, but this too dwindled off and the tracks between Sharbot Lake and Snow Road were lifted in September, 1970. Now, the north end of the old K&P roadbed is used as a snowmobile trail in winter. During the last two summers, a group of S.W.E.E.P. personnel have been improving this old roadbed with the result that cars can now travel it between Tichborne and Kingston. My father, John A. Geddes, who was caretaker-agent at Snow Road from May 11, 1915 until Feb. 28 1963, often remarked that often when he watched old No. 613 go round the bend toward Lavant, the thought would cross his mind that train would still be going round that same bend long after he had passed on. Instead, he lived to see all business cease on this line, the station closed March 1, 1963, and the station torn down in 1965. It was rebuilt as one of my cottages on the Mississippi River in 1966.

During the time the mail arrived by train, two mail carriers met the southbound train (612) at Snow Road to dispatch mail, and received mail off the northbound train (613). W.J. Jackson, Sr., and later his son, W.J. Jackson Jr., brought the mail from McDonald's Corners and Elphin with horses until April 22, 1915, on which date Bill made his first trip by car. For many years after this, it was necessary to use horses during the winter months, but in later years when better snow equipment was available, cars were used the year round. If Bill were alive, he would be able to recall many an exciting trip in the winter, trying to get to the station on time. Bill's daughter, Kathleen (Jackson) McCuatt of 209 Queen Avenue, Timmins, composed the following verses about one of these episodes:

THE DEDICATED MAILMAN

In wintry days of old, when auto's weren't so good,
 There lived a man, who above all other men stood.
 He was a mailman, and one day going to meet the train,
 That old "25 Star" coughed and spat as if in pain.

It spluttered and in the cold refused to start,
 So this young man, who took his job to heart
 Shouldered the mail bags, and started to hoof it,
 Not for his own station, but the next one to it,

The engineer waited at Snow Road on him to show,
 He guessed what had happened, but did not know.
 Then he gave the whistle a blast and was on his way,
 Astonished that the mailman had missed a day.

But much to his surprise--waiting on the track
 At Mississippi station with the mail bags upon his back,
 Stood the young mailman shaking with the cold,
 Carrying that heavy load as if it were gold.

That's how the story goes about the young mailman
 Who, for miles, to beat the K&P he ran.
 Such dedication and devotion had that fine lad,
 I know this is true for that mailman was my Dad.

Footnote: Bill Jackson was decorated by the Queen for over forty years of service.

McLAREN'S DEPOT MANY, MANY YEARS AGO

Mail carriers from Donaldson P.O. who met the trains at Snow Road were--Ab. Hannah, George Ryder, John Ryder, Thos. Sargeant, Wm., Della and Delmer Sargeant. The last trip for the Donaldson stage was April 24, 1959. Since April 27, 1959, Snow Road mail has been coming in by truck from Sharbot Lake. George Cox is the driver. Some families from Donaldson now get their mail at Snow Road, while others prefer to have theirs come by rural delivery from Ompah. William A. Geddes served as care-taker-agent at Mississippi from 1915 until his death, July 20, 1958. Besides his general merchant business, Bill was also Postmaster. He had the unique honour of being the oldest postmaster in Canada, having served 57 continuous years at Dalhousie Lake and Mississippi. In recognition of his many years of service as a Civil Servant, he received the Coronation Medal from Her Majesty, Queen Elizabeth 11, in 1953. After Bill's death, his son, John R. Geddes, served in the above capacities until the station was closed in 1959, he sold his stock to T.M. Millar of Snow Road Sept. 30, 1961, and he reigned as postmaster Dec. 27, 1961. The post office is now at the home of Mr. and Mrs. Geo. Olmstead.

The following is an item taken from the Perth Courier dated Nov. 13, 1963 written by Kathleen (Vallance) Geddes, concerning the last days of Mississippi station:

C.P.R. STATION VANISHES FROM MISSISSIPPI

Another landmark has been removed from the village of Mississippi when the C.P.R. station was demolished last week.

Built as early as 1882 when the Kingston-Pembroke line was in progress, the station at Mississippi was the end of steel between here and Kingston for many years before it continued to Renfrew. While the line never did get to Pembroke, it has always

been called the K&P, fondly known as the "Kick & Push".

Some of the earliest agents recalled by J.A. Geddes, veteran caretaker agent at Snow Road station were: Hugh Lytle, Fred Clark, Ernie Walker, Richard Cameron and Sam Campbell.

With Minto Hall and the C.P.R. station both gone, it's beginning to look like a prairie village.

The Mississippi River was named in honour of LaSalle, who gave his life tracing the big Mississippi to the Gulf of Mexico.

Although the life of the K&P was short, it had it's dramatic moments, a few of which I will list:

- Sept. 14, 1907 -- the track fell in at Ompah meadows.
- Apr. 22, 1910 -- the K&P struck a street-car in Kingston. No one was killed.
- May 19, 1910 -- there was a landslide at Calabogie.
- Jan. 1, 1913 -- the C.P.R. took over the K&P.
- June 4, 1913 -- swarms of caterpillars stopped the K&P north of Calabogie.
- Mar. 27, 1917 -- the train was wrecked north of Folger and Engineer Jas. Collins died later of injuries
- Dec. 2, 1917 -- the station at Clarendon was burned.
- June 18, 1941 -- the section men let a flat-car loaded with ballast get away on them from the grade between Robertsville and Mississippi. It never stopped until it got near the crossing at Buttermilk Falls.
- Feb. 16 & 17, 1943 -- no trains because of a very bad storm. The snow plow had two engines, and broke the plod on McCarty's grade and had to back up to Sharbot Lake for another.
- Aug. 22, 1950 -- this date saw the first rail strike in history in Canada.

Many of us still recall the K&P arriving on Christmas Eve when there would be "standing room only" in the coaches, and the over-flow arrived in the baggage car.

Many also remember the excursions to Renfrew Fair. The C.P.R. ran these excursions for years on the Thursday of Fair week, and of course, these were well patronized. These trips were full of fun and nonsense--even anxiety when it was discovered that some people had missed the train in Renfrew, and were stranded. Even a hectic taxi ride to Opeongo failed to overtake the train.

THE BALLAD OF THE K&P (part) From Mel Easton, Jr.'s files

She pulled out of the Kingston yards,
 One warm Midsummer day.
 And the blowing of the whistle,
 Would make the devil pay.

The folks around all understood,
 Non-stop was how she went,
 By the time she got to Harrowsmith,
 Half the morning had been spent.

Listen to the jingle, the rumble and roar,
 As she glides along the woodlands,
 By the lakes and rocky shores.
 Hear the mighty side rods pounding,
 And the lonesome whistle's call,
 You're northbound to Renfrew,
 On the K&P Cannonball.

Construction of the Northern Portion

In 1878, construction of the railway reached the Mississippi River, where it remained stalled for some time: "The rugged terrain of Lavant Township was enough to defeat even the most determined workers". (Bennett, p.18) It was finally completed in 1884.

One of the major obstacles to construction "was the great outcrops of rock, which had to be painstakingly blasted away, a little at a time. A causeway had to be built across Calabogie Lake. Men working with rods and hammers and dangerous fueline, and horses dragging away load after load of rock and fill, were responsible for the building of the K&P, and that railroad took a terrible toll of both men and beast. Fatal accidents, maiming's, fights, the whole story sounds to us like a bad movie". (Bennett, p.18)

In 1885, there were nine locomotives, five passenger cars, four baggage, mail and express cars, 195 freight cars (15 box, 180 platform) in use along the line for a total of 294. The line carried 31 775 passengers and moved 85 946 tons of freight. The railroad posted total earnings of \$127,730.06 while total expenses topped \$105,324.08. Net earnings came to \$22,406.64

Lumber, shingles, lath and slabs were shipped constantly on the K&P. Steam locomotive No. 5, named "Providence" on the K&P, a 4-4-0 type, woodburning, was reputed to be the first engine to make regular runs on the K&P.

The K&P was always known for its importance in providing mail service. An engine called the "Boyd Caldwell" was first to arrive at Snow Road Station in 1883. Ironically enough, there was also an engine called the "Peter McLaren" in use on the K&P. The two lumber barons were notorious competitors in the area lumber trade.

On January 1, 1913, the K&P officially became part of the CPR system. As early as 1903, however, the CPR had control of the K&P Railway Company, having purchased 83% of the capital stock.

Ralph Geddes memories
from In Search of the K&P:

The K & P served more than the area immediately around the stations. It had a far-reaching effect on the communities over a much wider district. The K&P should be credited with the movement of mail in many communities along the way, and it also brought merchandise to the country stores. That is a very important role that it played, I should say, that as well as furthering the timber trade. There was a social side to it, too; most people living alongside it regarded it as more than just a train. The crews did things for the people in the communities that were over and above the call of duty. For example, there was a young lad at Flower Station, who wasn't quite 100 per cent normal. He was so fond of the railway and the trains that the crew would often give him a ride, and let him wear a trainman's cap. It meant a great deal to the boy, it was his whole life. They were very kind to him.

It was really the demise of the river driving when the K&P came in. Snow Road was once known as McLaren's Depot - you've heard of the famous lumberman, Peter McLaren? I can recall a wreck north of Snow Road Station, the derailment of a train full of squared timber. Dave Crawford was agent at the time, and I remember that we were in church when they came to get him. He had to telegraph for the wrecking train to come from Kingston.

My Grandfather, J.D. Allan, and his brother Isaac built a sawmill at Snow Road during the 1880's. They shipped a lot of squared timber on the K&P which was exported; a lot of it was shipped overseas. I can remember seeing my grandfather with his tally board, they had a Perkins shingle machine which he used, and he didn't have a full finger on either hand.

I can remember one trip I had on the K & P when I was quite a young fellow. The way freight came in while Dad was at the station putting out the mail. They offered me a trip to Ashdad to meet the plough. Dad gave permission and I went. They put me in the cupola of the snow plough; it was after dark and I found it more frightening than thrilling.

Much of the commerce originated in Kingston. Dad kept the store, and sometimes I would go to Kingston with him to order merchandise. This would come up later on the K & P. There was W.G. Craig's grocery supply store - they shipped right through to Proudfoot's at Palmer Rapids. There were stages, of course. W.J. Carruthers was the confectioner at Kingston, McNee and Minnes for dry goods, and there were three hardware firms that shipped on the K&P - W.B. Dalton & Sons, Edwin Chown, Arthur Chown.

Commercial travellers came up on the railway from Kingston. The dry goods travellers would come in with maybe six or eight trunks of samples. In the early days there was a hotel for them, but in my day they often stayed with our family, or at Bill Geddes' at Mississippi. They would hire horses to take their trunks out to McDonald's Corners. They might spend a week or more travelling the K & P.

One very cold night, the train stopped and a young fellow got off. He was a salesman, and he started looking for a taxi. He was outside calling "Taxi!" I forget the company he was travelling for. He wanted to go two miles south to Mississippi, and there were only horse drawn vehicles.

Outside in the yard there was a farmer with a team, Stub Miller. He had a type of snow plough which was a block with two runners, and a long chain out behind. The traveller decided to walk to Mississippi, and as he came out, he asked what the chain was for. Jack Closs heard this and he told him "that's for keeping the wolves away." (There was always a lot of joking around there.) It was just at dusk, and the fellow set off down the track with his suitcases in his hands.

Later, Bill Geddes called up Dad from Mississippi and asked "what did you tell that fellow? He's just about exhausted." The track had just been ploughed, so it had been good walking - or should I say running? He'd been watching out for the wolves all the way.

Then there were the excursion trains. Renfrew fair was one of the highlights of the year. They put on a heavier engine for the longer train, usually a D-10. That was always something for the natives to see, a bigger engine. There would be maybe 8 or 10 cars. We were extremely happy; it was a very gay time.

There was the train to Kingston in 1939 to see the King and Queen. I didn't go because I stayed home to mind the store, but my parents went, and they were quite thrilled.

During the wars, the railway was used for the movement of troops. During World War I the troops went by K&P en route for Barriefield and Petawawa. I suppose this began in 1915. I think I can remember hearing my parents talk about them.

Later at Snow Road we chartered coaches for the Odd Fellows. We would come up to Renfrew for meetings at Marion Lodge.

Then there was the movement of deer hunters, the hunters train. It wasn't a special train, but they put on extra coaches to accommodate them. They'd travel north from Kingston, and they might get off at Lavant, let's say, or Flower Station. I recall quite well seeing these trains - they were a very happy lot of people. When they came back, I would see - and this is a conservative estimate - upwards of a hundred or so deer in the baggage car - oh, more than that, I'm sure. That's a statistic I'm just guessing at.

Kingston had a fish market, and they had a contract with a man near Snow Road to catch eels. He got them at Ragged Chute on the Mississippi, with traps built into old log slides. This would be back in the twenties, maybe. The eels would be put into jute bags and taken to Snow Road Station. They couldn't come in until right close to train time, and then we had to transfer them from the bags to boxes. Of course, some of the eels would escape and we had quite a time catching them. They had to be kept moist so we would pour pails of water on the boxes. What they did with them on the train, I don't know.

One night on the K & P, the train came in with several crates of black foxes for breeding purposes. They were for someone at McDonald's Corners. After our evening meal, Dad said to me, "you'd better go out to the station and see how those foxes are

doing." When I opened the station door, there were foxes everywhere! They had escaped from their cage, and there could have been as many as twenty on the loose. I closed the door quickly. It was after dark, and their eyes were all staring at me.

It was no easy matter catching them; they were quite vicious little fellows. There was a cavity between the studding and the outside wall of the station, and some of them got in there. In the end we had to send for the fellow who had ordered them - he had better equipment for looking after them.

In 1919 and 1920 they were building the hydro dam at High Falls on the Mississippi, near McDonald's Corners. The station was full of people, and the platform full of equipment for the project, shipped in by rail. There were 45 gallon drums of gasoline there.

Dad wouldn't serve gas to anyone at night. It was hand pumped and he thought it was too dangerous. Wilbert Trombley came in with his 490 Chev, and he lit a match to see how much gas he had. Whoosh! I saw the flame go right through the roof! One fellow, never thinking, threw a lot of water on the fire, and smothered it. Normally that would be the worst thing to do, but this time it turned out to be the best.

That fire could have been a real disaster. As it was, Wilbert got his hair and eyebrows scorched.

After the CPR took over the K&P, they would sometimes bring in a new brakeman, who had previously been on the main line. These fellows thought of that as a pretty backward step. Well, the conductors were hard on these brakemen. They had to educate them on the movement of goods, and they said they didn't know anything. On the main line, they might be accustomed to setting off car loads of stuff, but on the K&P you needed great physical strength to deal with the way freight. I've seen them take half an hour or more at Snow Road unloading merchandise from Kingston for the various stores.

The Snow Road Station served Elphin, as well as McDonald's Corners. In winter, it was common to see as many as 50 to 70 teams coming in, hauling pulpwood and various other types of wood. (Bennett, p.62-63)

Telegram messages were mainly sent to railway stations so the railway played an important part in passing along messages and other communications.

Snow Road was named for a Mr. Snow who surveyed roads in the area. It was once the biggest shipping point for maple syrup in the Dominion of Canada. Syrup was shipped out and supplies for its production were brought in. Snow Road Station was completed in 1883 and closed 1 March 1961. The last train between Snow Road and Calabogie ran on December 29, 1961. The tracks were removed between these two points by May 13, 1963.

The community of Wilbur grew as a result of it being a centre of a mining area.

Lavant, situated at mileage 69.1, was often called Iron City because of the bustling iron mines located nearby.

Folger, another of the communities along the line, was named for one of the families with controlling interest in the K&P. The Folger's used the K&P to support its lumber and mining interests in the area.

Clyde Forks had a water spout for the train to take on water. It was referred to as "the cheapest source of water in the entire CPR system". Water came down from a lake above the tracks through a gravity feed so no pump was required. The station at Clyde Forks had several sidings, where lumber from nearby mills was hauled in.

The Clyde Forks Lumber Company was once a going concern, hauling and shipping 2000 cords of pulpwood in one winter. Poplar, spruce and balsam were the main type of wood cut, much of it sent to the Booth and Eddy companies in Ottawa. As many as 35 teams were stabled in the area at one time. There was also a large sand and gravel pit nearby, known as Sand City.

In the Flower Station area, the first settler in Lavant Township was named Hercules, an apt name in that, due to the rough, rugged topography, it would have taken a Hercules to survive and prosper. Later on, the K&P brought hunters and fishermen out from the towns and cities to try for some of the abundant game and fowl that infested the hills and forests of this rugged township. Flower Station was named after Flower family, which had a controlling interest in the K&P.

Dan Mace's Retreat

The branch line from the Mississippi Bridge to the Lavant mines has now been graded, and is in condition for the rails to be laid down. It is expected that cars will be running on it in about a month, when the new air presser will be taken out and placed in the mines in position. It will drive four drills, and is similar to that in operation in the Robertsville mines. The ore will come to the city in larger quantities than ever.

The distance from the Mississippi to the miners is about eight miles, and when the cars run to within a stone's throw of the celebrated cave, known as "Dan Mace's Retreat", tourists can branch off, visit the cave, and return inside a couple of hours. (*Perth Courier*, September 8 1881)

Excursion Trains

Excursion trains were popular, such as the one which took people from all along the K&P to see King George VI and Queen Elizabeth at Kingston in 1939. That train featured nine coaches and carried more than 50 people. The 1919 visit of the Royal Family was similarly well-attended.

Attending the Renfrew Fair was another excursion. Soldiers and military rode the K&P on their way to put down the Riel Rebellion in 1885. Sir John A. MacDonald was a frequent user of the K&P and when he died, it brought him home to rest at Kingston.

Rolling Stock

The following is a listing of the rolling stock the K&P had in usage over the years:

Engines : the "Providence" (1st), "Peter McLaren", "Boyd Caldwell", "R.P. Flower", "H. Roberts", the "G.B. Linderman" and the "Iron Duke" (probably named after C.F. Gildersleeve). They were all wood burners (coal burners were developed later, then moguls, then steam engines were phased out and diesel took over).

In the 1890's, eleven engines were in operation; in 1913, only eight engines were being used. In 1885, the K&P had five passenger cars. By the 1890's, there were twelve regular passenger cars and one palace car. There was increased demand for moving freight by rail during the two world wars, but the need declined afterwards due to road, aircraft, and communication improvement.

K&P Freight

The following is a list detailing the variety of cargo carried by the K&P over the years:

People: passengers, students, officials of the line, sick people en route to hospitals, corpses being taken home for burial; Mail, groceries, orders from the Eaton's catalogue, provisions for the stores, supplies for the lumber camps, spiles and pails for making syrup; Hay, feed, produce going to market, fish, game, cheese, butter, milk, cream, maple syrup; Cattle and horses; Newsprint, and other commercial products from the factories including furniture, pianos, organs, bricks and barrels; Railroad steel, ties, coal, crushed rock; Iron ore, graphite, phosphate, mica, feldspar; Pulpwood, sawn lumber, shingles, squared timber, logs which had been floated down from Mazinaw and were headed for the Rathburn Mills at Deseronto (Bennett, p.103)

The Comfort of Early Rail Travel

This description of the interior of the train may contrast sharply with the present-day comfort of rail travel:

What was the interior of the train like years ago. One was a combination coach, with mail, baggage, and a passenger section at one end of it. The seats were old fashioned horse hair, slippery things, and occasionally a piece of horse hair came up and pinched you. (Bennett, p.109)

Story by Ed Hall

The following is an excerpt from In Search of the K&P:

You mention an episode in 1919 when caterpillars stopped the train. That happened again in 1939. I was in an army band travelling from Petawawa to Kingston to play for RMC graduation. This would put the time at about mid-June. Somewhere in the hinterland, on a heavy grade, the drive wheels began slipping, lubricated by the bodies of

masses of tent caterpillars, and the train soon came to a halt. We reversed direction, and were taken back to the level stretch where the train was disconnected at the middle. The first half was taken up the grade, two men standing on the cowcatcher sweeping the rails with brooms, over the top and on to a siding. The engine deposited the cars and returned for the latter half of the train. This operation took a couple of hours or more, during which time we had dinner in the car in the rear section, which had been left in the area most densely infested with the caterpillars. Between the sound of the creatures dripping from the trees, and the sight of the creeping, crawling ground, the dinner was less than a delight. (Bennett, p.116-117)

K&P Pride

The K&P Railway was a source of pride for many residents of Lavant Township. It was a familiar sight for many people on a daily basis. Many believed that they would always hear the chuffing of the engine and the squeal of the brakes. The decline of the Kingston and Pembroke Railway, lovingly known as the old "Kick and Push", left many Lavant residents with a feeling of emptiness inside, as a big part of their lives just disappeared. "We used to say "we may live in the backwoods of Lanark County, but we have the K&P! (Bennett, p.119)

Reminiscences of Mr. J. Craig:

from a newspaper article, unknown name and date

Conductor John Craig, of the Canadian Pacific Railway, who has been in charge of the day train running between Kingston and Renfrew for many years, and who has just retired from the company's services after fifty-three years, originally commenced work on the K&P Railway on April 12, 1873. Mr. Craig has seen a great many changes both on the road and in this vicinity since he first took up work in the railway, and has a vast store of interesting reminiscences.

Mr. Craig recalls the time when the K&P was commenced in this district during the year 1872. He was acquainted with Mr. T. W. Nash, the engineer in charge, and also known as Mr. Craig.

Mr. Craig at the commencement of his career, was fireman on a train under Mr. "Boney" Larose, who was engineer, and who is still living near Kingston, and who is the oldest living engine driver in Canada.

The first superintendent and General Manager under whom Mr. Craig worked was Mr. Joseph Upper, to whom he gives a great deal of credit for the encouragement which he received at that time to take an interest in his work. Mr. Craig was also in the employ of the company when it was directed by Governor Flower, of New York City. Mr. Craig worked under the late Mr. B. W. Folger, known locally as "King Ben", who in 1876 was made Superintendent at the same time that Mr. G. F. Gildersleeve became President of the company.

Conductor Craig was made conductor on a ballast train in 1884.

The Riel Rebellion

He was working on the line during the time of the Riel Rebellion, when the road was full of red-coats going west to put down the rebellion. Referring to that time of his career Mr. Craig says in his own words, "The excitement ran just as high in this part of the country as it did during the Great War. We had a few Indians along the road, but they took fright at the red-coats and went miles away back into the woods and never came back until the rebellion was over.

Mr. Craig well remembers Sir John A. Macdonald, and states "I remember when Sir John came to Kingston, I think it was in 1891, and said 'Now boys, I want both Grit and Tory this time to give me a lift, and if you do this for me I will never ask you again'. We all helped, and he was elected, but before his time was up he passed away". The CPR commenced to absorb the K&P Railway about 1910 and finally totally absorbed the local line in 1913, Mr. Craig continuing in the service.

Senator McLaren as Lumberjack

Mr. Craig remembers an incident in the later career of senator Peter McLaren, who in the early days was a big man in the district served by the K&P Rly. Senator McLaren, in his earlier days, could run logs with the best lumberjack living, but at the time of this incident had grown stout, and was not so active as in his youth. When the line was being thrown across the Mississippi River Senator McLaren undertook to lead the company's engineers over a jam of logs, but he got out on the loose logs and fell into the river. "I will say it was one big job getting Peter out of the river," said Mr. Craig in relating the story to The Standard yesterday. "There was at that point about 300 men working at the saw mill and as river drivers and the whole gang turned out to watch and help."

A Railwaymen's Court

One of the pastimes of the railroad men in those days was the holding of a mock court which did a great deal to maintain law and order. The judge of the court was a conductor named Coon, a smart looking Yankee, who sat on the bench with a sheet over his head in which eye-holes had been cut "and would look as sober and solemn as any judge of the High Court". Wrongdoers and disturbers of the peace were hauled before this court, and given very severe sentences, but in Mr. Craig's own words "when anyone was found guilty, and sentenced, it was always the aim to give the prisoner a chance to make a getaway from the constable having charge of him, and in the majority of cases the prisoner would get out of the district never to return. One man was convicted of stealing a lamb, and also of murdering it, being sentenced to death by the mock court. He thought, as many did, that the court was a properly constituted one, and when the constable in charge 'accidentally' left a way of escape open he took to his heels and was never seen again in the whole district."

Preachers Had Hard Time

In relating his reminiscences Mr. Craig recalled how "the young preachers who came out from Queen's to preach to the railroad workers did not have a very sweet time of it until they became well acquainted. They were bothered more or less by a big black billy goat going into the meeting house during service. This goat was originally ordered deported back to Ireland by Chief Horsey, of Kingston, but was taken out to the railway terminal at Mississippi. He would run up the aisle of the meeting house on his hind legs

and bleat, much to the discomfort of the preacher.

"Another practice which the preacher had to put up with was that of his congregation, all young railwaymen, singing a different hymn to the one given out. One part of the congregation would sing the loudest, and when they thought the preacher had preached long enough they would get up and start passing the collection plate. After the preacher got to know the boys, however, and fell into their ways, everything went smoothly."

Mr. Craig is still vigorous and active and in spite of his years a young man in every sense of the word. An ardent sportsman he is a keen fisherman and hunter. His retirement has been noted with regret by the thousands of people with whom he has become acquainted during his connection with the CPR all of whom will miss his genial and courteous service on the line.

The Champlain and St. Lawrence Railway:

The Champlain and St. Lawrence railway was the forerunner of all other Canadian Railways. It was originally 14 1/2 miles in length, running from St. Johns, Quebec to Montreal. The next railway to be built was the Montreal and Lachine Railway. It ran some seven miles from Lachine to Montreal and took two years to build (it was completed in 1847).

The Grand Trunk Railway:

Grand Trunk is a continuation of this original 7 miles, following the St. Lawrence River and the shores of Lake Ontario to Toronto. (Michaud, 1964)

The Ontario and Quebec Railway

The Ontario and Quebec Railway Co. was incorporated in 1871 in order to construct a line from Toronto to Ottawa by way of Peterborough and Madoc, to compete with the Grand Trunk between Quebec and Ontario. The Depression in 1837, however, caused the charter to lie dormant for almost a decade.

1881 brought a renewal of interest and capital. In the autumn of that year, field surveys were begun along the main line which would run 200 miles eastward from Toronto to Perth, through Peterborough, where it would connect with the connect with Canadian Pacific. Construction began in 1882 under Hugh Ryan's management with a completion date scheduled in 1884, sometime in the spring. The CPR already had a yard at Perth, the CPR's Perth car shops went turning out railway cars and stock cars.

Work on the Ottawa and Quebec began simultaneously in various places along the proposed route, including westward from Perth, and eastward and westward from the Kingston and Pembroke at Sharbot Lake. At 5 p.m. May 5th 1884, the last rail was laid, completing the line between Toronto and Perth.

The Ontario and Quebec line through Perth became part of the Canadian Pacific Railway in January of 1884. From May 1st 1884, all lines of the CPR west of Perth were incorporated into and became part of the parent CPR system under the name of the Ontario Division under the supervision of William Whyte, General Superintendent.

TRANSPORTATION PROJECT AREA 2

THE HISTORY OF RAILWAYS IN LANARK COUNTY

including information pertaining to the Townships of Montague, North Burgess and North Elmsley, the Town of Smiths Falls, and the Village of Merrickville

The Brockville & Ottawa Railway

The Brockville & Ottawa line was started in 1853 and finished in 1854. In January of 1853, a committee was formed to obtain a charter to build a railway from Brockville to the Ottawa River. On April 22, 1853, the charter was granted. During the same session of Parliament, two more potential rivals received charters; the Perth and Kemptville Railway, which was closely associated with the Bytown and Prescott Railway, and the Bytown and Pembroke Railway. The Brockville & Ottawa Railway Company sent a representative to England to obtain a contractor to build the railway. Sykes, DeBergue and Company were contracted to build the line and almost immediately it was subcontracted to A. Elliott and Company, a local firm.

Sometime in 1854, Sykes, DeBergue and Company stopped construction on the railway and by 1855 the company could not complete work due to financial reasons. The Brockville & Ottawa's charter was amended on May 14 1855 to authorize construction of branch lines to Merrickville, Richmond and Westport by way of Newborough.

Merrickville resident E.H. Whitmarsh was prominently listed as cooperating in his locality. He played a leading role in effort to build a branch line to Merrickville. In 1853, Wolford Township voted 25 000 pounds towards construction of the branch line but by 1857 financial difficulties forced the railway to be abandoned after only being partially constructed.

In January of 1856, after a year of inactivity, action was taken to resume construction of the Brockville & Ottawa. On September 16 1856, the contracts were awarded for grading, fencing and bridge building. In April 1859, the bridge over the Rideau at Old Sly's collapsed in the middle of the night. It was quickly rebuilt to a better design. The 24-mile line between Smiths Falls and Almonte was opened on August 22, 1859.

This railway was incorporated in 1853 and ran from Brockville to Sand Point near Arnprior, with a branch line from Smiths Falls to Perth. Its first train left Brockville's Grand Trunk Station on January 25, 1859, almost two years before finances permitted completion of the tunnel. A small locomotive named the "Tay", slated to run on the branch to Perth, was landed in September 1858. In January 1859, the first passenger train travelled from Brockville through Smiths Falls to Perth.

The Brockville & Ottawa Railroad had a small line built from Smiths Falls to Perth in

1854. By 1859, the tracks were laid as far as Carleton Place. The railway line was never built to Ottawa.

Railroad Fever

In 1852, an editorial in the Carleton Place *Herald* called for the construction of either a plank or macadamized road from Carleton Place to Smiths Falls. By the end of the meeting, they were already discussing building of a railroad.

The speculation boom in Smiths Falls was at fever pitch in 1854 and 1855. Merrickville, reluctant to fall behind Smiths Falls, became intent on building a branch line to connect with the Brockville and Ottawa Railway at Smiths Falls. Branch lines to Perth and Merrickville would only boost Smiths Falls as a regional railroad centre. (Lockwood, p.253)

A railroad through Merrickville could very well cause business to move away from Smiths Falls. The leading merchants of Smiths Falls became even more caught up with railway building after noticing the eagerness of Perth to have a railway through their town. In December 1853, it was proposed to raise 25,000 pounds to build a branch line to Merrickville. In the late spring of 1858, the inhabitants of Smiths Falls were the first people along the Brockville & Ottawa route to see the locomotive to be used on the new railway, brought up via the Canal from Kingston where they were built by Tutton and Duncan engine works.

The Brockville Tunnel

The Brockville Tunnel was opened on December 31, 1860 from the temporary terminal to the harbour, a distance of 3/4 of a mile. Construction of Canada's first railway tunnel, which runs for 1 730 feet in a northerly direction, began in September, 1854. It was designed to give the Brockville and Ottawa Railway access to the riverfront and was opened on December 31, 1860.

The corner structure was laid in 1854 by Adiel Sherwood but financial difficulties delayed the opening until 1860. The tunnel was in Brockville and was designed so that lumber from the Ottawa Valley could travel under Victoria Avenue and Victoria Hall emerging at the wharfs of the river. It fell into disuse in 1954.

Effects of the Railway Boom

The building of a railway through Lanark County in the 1850's brought an end to the era when goods were shipped during the winter on sleighs and in summer by the waterways. Instead, goods were shipped on the railway year round. Local plank road projects proposed in 1850's soon were forgotten with the prospect of railway transportation. (Brown, p.222)

The Train of Royalty

On the evening of Sept. 3rd 1860, the Smiths Falls Railway Station presented a most unusual sight. At seven in the evening a train chugged in from the north carrying a young 19 year old man named Edward Duke of Saxony, Prince of Saxe-Coburg Gotha, Duke of Cornwall and Roth Esay, Earl of Chester, Carrick, Dublin, Baron Renfrew and Lord of the Isles, the Prince of Wales, the eldest son of Queen Victoria, and future Sovereign of the British Empire.

Railway versus Canal

The decline of commercial navigation on the Rideau Canal was the subject of much anxiety, following the opening of the St. Lawrence Canal in 1848. Traffic on the Rideau Canal noticeably lessened after 1848, and in 1853 there was further alarming news that the Imperial government was seriously considering abandoning the Rideau Canal. If the Rideau waterway was reduced to a regional waterway, it remained nonetheless a vital commercial link for local centres such as Smiths Falls, Merrickville, Kemptville and Perth into the early twentieth century.

The high cost of the Brockville & Ottawa Railway made the high freight rates no match for the less expensive barges along the Rideau. In the summer of 1860, once the novelty of the railroad wore off, the Rideau *Gleaner* reported an increase in business on the Rideau Canal. Smiths Falls manufacturers shipped via the railway for their ploughs and stoves. But local forwarders and millers were happy to continue with the lower rates on the Rideau Canal in shipping agriculture products.

The railway had taken over from the Canal in providing rapid passenger transportation. The Rideau Canal was important to the early development of Smiths Falls. It more than made up for the early system of roads that bypassed Smiths Falls in favour of earlier established centres such as Perth and Merrickville.

The Brockville, Westport and Sault Ste. Marie Railway

The Brockville and Westport Railway had the greatest potential to promote the Rideau Waterway as its route traversed the heart of the Rideau Lakes. It was incorporated in 1871 and was taken over by the Brockville, Westport and Sault St. Marie Railway in 1884.

After receiving its charter in 1884, service between Westport and Brockville, a distance of 45 miles, was begun in July of 1888. Lack of funds prevented the extension of this ambitious line towards its intended destination, Sault Ste. Marie, but it operated for 15 years. In 1903, unable to meet obligations made during construction, it was taken over by an American trust company and reorganized as the Brockville, Westport and North Western Railway. That company was purchased in 1910 by the Canadian Northern, which was itself merged in 1923 with the Canadian National Railway. The last train to run on this line left Westport on August 30 1952.

Canadian Northern Railway

At the turn of the century there was a proposal to build a Canadian Northern Railway to enter in competition with the Canadian Pacific Railway. Construction of the Canadian Northern Railway from Ottawa to Belleville was completed and in the spring of 1914. The Canadian Northern Railway's main line between Toronto and Ottawa ran via Chaffey's Locks, Portland and Smiths Falls. The railway station in Smiths Falls is located on the old Canadian Northern Line.

By October 1915, the Canadian Northern Railway through Smiths Falls was fully in use. In 1919, the Canadian Northern Railway was turned over to the Canadian National Railway.

The Canadian Northern Railway

In 1896, two ex-railway workers purchased the Lake Manitoba Railway and Canal Company which traversed North Western Manitoba. Mackenzie and Mann continued to buy up small railway lines adding 350 miles to their Manitoba lines. By 1901, Canadian Northern had gained access to acreage at the American border.

After Canadian Northern had bought the Great Northern Railway, it was able to move further east connecting with a small Nova Scotia Railway. In 1907, the Canadian Northern was made up of about 2,640 miles of line. Canadian Northern's fast freight service between Toronto and Ottawa, Montreal and Quebec City was introduced in 1914.

The Royal Commission reviewed Canadian Northern's records in 1914 and came up with corruption. Early 1917 saw the completion of the report and the government announced that it would be taking over the Canadian Northern. The name "Canadian National Railways" was devised.

The Ontario and Quebec Railway and the Smiths Falls Railway Station

Smiths Falls was made a Canadian Pacific divisional centre with the Ontario and Quebec direct line from Montreal to Toronto slicing through the northeastern outskirts of the town. In addition to the new Smiths Falls direct line built from Toronto to Perth by 1884, there was the construction of a 40 acre railway yard.

With the survey of the new Smiths Falls Line from Montreal in 1886 as part of the Ontario and Quebec line of the CPR, Smiths Falls began to boom. It was estimated that over \$147,000 worth of construction was underway in the spring of 1887, in addition to the \$40,000 spent by the CPR on their new yards to accommodate the railway men moving into town.

A Montreal group controlled the Brockville & Ottawa which had a short branch line from Perth to Smiths Falls. They had obtained a charter of the Ontario and Quebec Railway which had the right to build from Montreal to Smiths Falls via Merrickville and from Perth on to Peterborough.

In 1884, the former Perth branch of the Brockville and Ottawa Railway became linked up with the completion of the Ontario and Quebec Railway which in turn was leased out as the Ontario & Quebec Main line of the C.P.R. between Montreal and Perth. The Ontario & Quebec Railway is still in existence today and annual meetings are still held.

The Kingston and Smiths Falls Railway Company

In April 1855, Attorney General John A. MacDonald introduced a bill in the Canadian Legislature incorporating the Kingston and Smiths Falls Railway Company. During the uncertain years of the Crimean War, the Brockville and Ottawa went bankrupt, and the Kingston & Smiths Falls Railway dropped out of sight until 1886.

There was a planned railway from Kingston to Ottawa via Smiths Falls but it was never built. The Lanark County Railway community in May 1897 requested an electric railway from Perth to Smiths Falls via Pike Falls. The proposal was turned down. In Nov. 1897, James M. Clark and R.A. Bennett proposed the Smiths Falls, Rideau and Southern Railway but this proposal also fizzled away.

The CPR and Smiths Falls

When the CPR was created in 1878, it took over the Canada Central Railway which ran from Ottawa to Carleton Place, and the old Brockville and Ottawa running from Carleton Place to Smiths Falls. With the CPR lines running through Smiths Falls, the population began to steadily increase from 2,250 in 1886 to 3,000 in 1887 to 3,555 in early 1888.

TRANSPORTATION PROJECT AREA 3

THE HISTORY OF RAILWAYS IN LANARK COUNTY

including information pertaining to the Townships of Beckwith, Darling, Lanark, Pakenham, and Ramsay, and the Towns of Almonte and Carleton Place

Railway-Based Development

The building of a railway through Lanark County in the 1850's brought an end to the era when economical transportation of goods had been based largely on winter sleighing and summer waterways. The railway became the most dependable way of shipping goods and transporting people. It changed the pattern of growth of the towns and villages of the County and its region in drastic and lasting ways. Following construction, begun in 1853, the Brockville and Ottawa Railway went into operation in 1859 as a line connecting Smiths Falls, Perth, Carleton Place, Almonte and intervening points, with a southern terminus at Brockville. From the St. Lawrence River town of Brockville...sections of the Grand Trunk Railway extended in 1859 across Canada West and Canada East and reached main United States railway connections.

Local canal proposals and plank road projects of the 1850's soon were forgotten with prospect of railway transportation, advanced by the cry of "Stuck in the mud" - the question of how much longer there could be toleration of being almost completely locked in by bad roads for six months out of twelve. The Brockville and Ottawa Railway Company's charter of 1853 authorized building a line from Brockville "to some point on the Ottawa River", and a branch line from Smiths Falls to Perth. (Brown, 1984, pp.222-224)

"A by-law to guarantee a railway loan of 200,000 pounds was passed by a majority vote of all townships of Lanark and Renfrew except Admaston. The verdict was hailed at Carleton Place with a salute of cannon firing and a cheering parade led by flags, drums and bagpipes." (Brown, 1984, p.224)

"Almonte remained the northern terminus for five years, while capital was being sought to extend the railway to the Ottawa River at Arnprior and Sand Point, to serve the upper river lumber trade. This stage of this second railway aimed at the timber resources of the Ottawa Valley was reached during and international business depression." (Brown, 1984, p.224)

A Rail Connection with Ottawa

"The newly incorporated city of Ottawa was reached by its first railway when a line began operating in April 1855, between Prescott and Ottawa. It remained the only railway service of the nation's political and lumber capital until a line between Ottawa and Carleton Place was put in use

in 1870.

The struggling railway line from Brockville attained its primary objective when in 1864 and 1865 it reached the Ottawa River by extension from Almonte to Arnprior and Sand Point. Associated with the Canada Central Railway Company, which obtained a charter in 1861 and nine years later completed the line from Carleton Place to Ottawa, its construction was continued north through Renfrew County in the 1870's. On approaching its eventual northern terminus at Callandar near North Bay, it was united in 1881 with the forthcoming transcontinental venture of the Canadian Pacific Railway Company." (Brown, 1984, p.226)

The Canadian Pacific and Industrial Growth

"The Canadian Pacific's early divisional point and rolling stock repair shops at Carleton Place, followed by its longer-lasting divisional centre and extensive operations at Smiths Falls, brought many railway men as residents. Its services laid a necessary basis for industrial growth. The Brockville and Ottawa Railway Company and its nineteenth century successors had given Lanark County and the upper Ottawa Valley the economic strength of its first efficient means of transportation." (Brown, 1984, p.226)

Inhabitants of Beckwith still hauled crops to market in Ottawa over impossible roads in the early 1860's. Some farmers hauled livestock and crops to market in Carleton Place over rough township roads rather than ship them from Franktown on the train in 1874.

In the 1870's when farmers began taking their crops to market in Ottawa on the train, they still continued to haul to Carleton Place. In contrast with the enthusiasm with which they had embraced railroads in the 1850's, and with the ongoing boosterism of Carleton Place Merchants who stood to prosper as the railway helped the village grow, Beckwith farmers found the railway too expensive for hauling crops to market.

Railway Links to the United States

Throughout the 1850's mixed farming continued in Beckwith, based on supplying the timber camps of the upper Ottawa Valley. In the 1860's this was supplemented by American agents purchasing livestock which was shipped to the United States by the rail links, and from the late 1860's on the rapid growth of Carleton Place provided an expanding local market.

"The railway as the principal form of transportation which conveyed the trickle of people migrating from Beckwith was obviously the most visible agent of change that many Beckwith inhabitants saw, and that all of them heard on a daily basis from 1859 on." (Lockwood, p.309)

Beckwith Rail-Riders

For those inhabitants of Beckwith who boarded the cars at Carleton Place for their first train ride, the greatest change of all was symbolised by the new perspective they were

given of their familiar landscape at what to them was breakneck speed:

After a few minutes detention, and a few barrels rolled off, the Conductor gravely draws his watch out, says "all aboard" and the locomotive glides from the station, passes a crossing, and rushes away into Ramsay, past log houses, frame dwellings, stone dwellings, aged barns in the distance, past straight fences, crooked fences, log fences, and a variety of dilapidated fences enclosing dilapidated corners, now a patch of balsams, then a flying glimpse of a meadow with a bovine congregation with erected ears contemplatively eyeing the gusty fury which is flashing past; now a girl with a milk pail, 'tother side of the fence, with unkempt hair enveloping her shoulders in uncultivated luxuriance, and on [and] on, the sameness of scenery continues with here and there long vistas of farmlands, with the ripening grain shimmering with a golden tinge in the rays of the setting sun; a screech from the locomotive, a hurried view of the buildings in the distance, a ringing of the bell, an avalanche of smoke which eddies around you in fitful curves, a stop, and a row of inquiring mechanical faces, glowering with a dumb assurance that Almonte was the end of time - railway time.... (Lockwood, p.310)

"Anti-Locomotive" Sentiment

A series of letters published in the *Herald* in 1853 purportedly written by a Ramsay inhabitant under the pseudonym of ANTI-LOCOMOTIVE, but which in all probability were penned either by editor Poole or Robert Bell, clearly parodied the unprogressive Beckwith highlander criticism of the railroad. The first of these letters criticised the "Radical bodies" of Ramsay "for ruining us, wa' their new-fangled schemes. If they get a Railroad, then they'll want a telegraph, an' steem engines, an' a' tha' dangerous kin' o' nonsense on the roads....An' waur nor a' that, the Yankees will be in on us like a flood, and carry aff our timber an' our loyalty." The last of the letters by ANTI-LOCOMOTIVE alluded to the superstition of the highlanders when it asserted, "I've heard o' fairies riding through the kintra on a winnale-straw; but is that ony mare daft-like or uncommon than some folk da on tha railroads." To ANTI-LOCOMOTIVE a picture of locomotive "lucked, by a' the warld, like a great muckly tea-kettle, set on wheels, wi' a heap o' spoots and fal-de-ral's about it." Upon learning that "they jist yoke the loco-motive to a wheen cars, an' when the kettle biles, awa they rin, at the rate o' sixty or seventy miles an hor", the writer exclaimed "Ye may set me doon for a glaiket g[e]neral, when ye catch me gaun at that gait. (Lockwood, p.366)

The Railroad and Carleton Place

In 1853, Carleton Place merchants and landowners believed that the railroad would bring industrialisation, growth and ready access to the rest of the province.

The setbacks to growth in Carleton Place during the 1850's were the strongest argument for the railroad link. Among the few positive developments to which the village inhabitants could

point were the growth of the Carleton Place *Herald* to enjoy the largest circulation of any newspaper published in Lanark County. (Lockwood, p.366)

A few years later, it was very clear that the railroads was not bringing about new growth in Carleton Place. Not only was there no influx of investment and no new factories as local railway promoters had promised, but Carleton Place merchants quickly found their price being undercut as local mechanics brought in flour on the railway at a lower cost. (Lockwood, p.368)

"The preponderant part of Carleton Place industrialisation in the late 1860's and early 1870's came from the sawn lumber industry. As James Poole remarked, "The B. & O. Railway, extending from the St. Lawrence to the Ottawa, and penetrating the lumber regions, in the great valley of the latter river, gives us the means of utilizing the millions of fine trees in our forests, which otherwise would be almost worthless". In the Gillies and McLaren sawmill in the summer of 1869 some "five hundred logs per day are 'chawed up'... into boards and lathe, and sent off to market". (Lockwood, p.374)

Canada Central Railway

In June 1881 the Canada Central railway was incorporated into the Canadian Pacific railway which when fitted together with other lines provided the infant transcontinental company with a main artery from St. Thomas to Montreal with the transcontinental line to the Canadian west branching up from Smiths Falls through Beckwith and the upper Ottawa Valley. The previous year the Canada Central Railway changed the width of the tracks running through Carleton Place from the old Provincial gauge to the narrower standard gauged used by all other Canadian railroads. In 1882 the C.P.R. moved its machine shops for eastern Ontario from Brockville and Prescott to Carleton Place, building the shops for servicing railway cars at the junction of the railways near the southern village boundary. Canadian Pacific was attracted by the Carleton Place village council offering Municipal tax exemptions on machinery, buildings and grounds. They were also attracted by the Central Canada Machine Works which, the *Herald* announced in January of 1882, was constructing a very large steam engine for the C.P.R. In 1884 Carleton Place became the eastern terminus of the Ontario and Quebec section of the railway....

The actual growth brought by the C.P.R. railway car repair shops upon Carleton Place being made a terminus was even more dramatic than the *Herald* had projected...

Carleton Place paid heavily for its growth. It followed the prevalent custom on bonussing that many town's and cities practiced in the 1880's and beyond, offering large tax breaks and even cash grants to lure industrialists to locate in their midst, rather than in some other centre....A handsome stone railway station was built in 1921, but in 1908 the civic leaders of Carleton Place already began to appreciate the continuing cost of the Canadian Pacific railway as a corporate citizen...

Canadian Pacific was not alone in insisting on bonussing inducements to remain in Carleton Place. The Findlay stove manufacturing foundry had significantly expanded from

the cupola of stones that David Findlay built in the 1860's, and from a local community-based operation involving Beckwith farmers...

Under David Findlay's two son's, David and William, the firm expanded from an operation employing 25 men and producing a capacity of 4,000 stoves per year in 1895 to one with 75 hands on the payroll producing between 25 to 30 stoves per day in 1902. (Lockwood, p.474)

The Findlay stoves were transported to major cities by the railway transportation system.

"Carleton Place is one of the communities which in the 1860's grew beyond the proportions of a small village when the forest cover which still clothed the upper watershed of its river could be utilized together with transportation by water and by railway, by men seizing the opportunities of opening markets." (Brown, 1969, p.38)

The Perth and Kemptville Railway

During the 1850's, the Perth and Kemptville Railway was chartered to build a line from Perth through Kemptville to either Belleville or Peterborough. This company, closely associated with the Bytown and Prescott Railway, would compete directly with the Brockville and Ottawa branch into Perth. Three municipalities passed bylaws to aid in constructing the railway. The township of Elizabethtown voted in favour of a loan of 50 000 pounds from this fund, and the United Counties of Lanark and Renfrew for one of 200 000 pounds.

The Brockville and Ottawa Railway

In an effort to open the Brockville-Smiths Falls-Perth section to traffic by fall of 1858, the directors decided to discontinue construction of the line north of Carleton Place except for the abutments for the bridges over the Mississippi and Madawaska Rivers. The Brockville and Ottawa Charter was amended on July 24, 1858, to extend the time for completion of the line by five years. They regained exclusive rights to build from Arnprior to Pembroke. A total of 10,220 tons of iron had now been purchased by George Crawford in England, and most of it had been shipped by way of rail...

By December a track connection was made in Brockville with the Grand Trunk Railway, which provided two locomotives to speed up construction. Track was laid from Huffs, 6 miles north of Brockville, to Irish Creek, 6 miles south of Smiths Falls. Irish Creek was navigable from the Rideau Canal to the Irish Creek station, about 4 miles and was used to deliver a locomotive and iron to build this section. The station was located in an isolated area and consisted of a combined passenger station and freight house, a low frame building elevated on piles about five feet from the ground. Ten miles of track were laid, from Smiths Falls to Franktown. The main line through Carleton Place, Almonte, Pakenham, Arnprior and Castleford Mills to the Bonnechere River was graded, but it was too late in the year to lay any rails. (Tasse, 1993, pp.24-25)

In December 1863, over 10 years after receiving its charter, the railway began a survey to locate the line from Fitzroy to the wharf of Arnprior. In March 1864, almost three years after George Sherwood and Robert Watson had left for England to arrange for financing, a contract was given to make the cuts along the line between Pakenham and Arnprior and for the construction of a bridge over the Madawaska River at Arnprior. The rails were placed along the line between Almonte and Arnprior ready for the track layers. The track already laid was repaired. At this time the railway company decided to build west to Sand Point, 5 1/2 miles further up the Ottawa River, to try to secure the continuation of their charter.

Bridge-Building Over the Mississippi

In May tracklaying began between Almonte and Pakenham. Contractors also began building bridges over the Mississippi River at Almonte and Pakenham...

The Almonte bridge measured 420 feet with the approaches and Pakenham bridge measured 337 feet with approaches...At Sneddens the railway built a platform with a covered waiting room; at Pakenham a combined passenger station and freight shed with dwellings for the agents, a wood shed, and a tank house for water; and at Arnprior a temporary facility, including a compact turntable...

In June they began work on the Arnprior bridge. Work was also under way between Arnprior and Sand Point. In July the bridge at Almonte was crossed for the first time by train. In August the rails were laid and the roads ballasted to within two miles of Pakenham. In November the last spike was driven to complete the railway to a temporary terminus at Arnprior, 17 miles from Almonte.

Regular service began on December 6, 1864....

The Sand Point Extension proved to be the last undertaken by the Brockville and Ottawa; traffic from here on changed to steamers serving the upper Ottawa Valley. Construction further west would be undertaken by the Canada Central Railway, the name chosen for the 1877 (confirmed in 1878) merger of the Canada Central and the Brockville and Ottawa Railways. (Tasse, 1993, p.31-32)

The Effect of the Brockville and Ottawa on Ottawa

The arrival of the Brockville and Ottawa Railway in the Ottawa Valley in 1859 threatened to divert considerable trade from the city of Ottawa. The railway, chartered in 1853 to build from Brockville to Pembroke, had reached Almonte. Severe financial problems forced the Brockville and Ottawa to suspend construction at Almonte, where a temporary terminus was established to serve the railways short-term needs. Still, passengers leaving Almonte on the morning train were able to transfer to the Grand Trunk Railway Express trains at Brockville, which provided daily service to Montreal and Toronto. As well, a significant amount of freight from the upper Ottawa region was being diverted to Brockville by this new line. A common track gauge of 5'6" allowed Grand Trunk freight cars to be brought over the Brockville and Ottawa railroad from all parts of Canada without transshipment at Brockville...

...To counter the effect of the Bockville and Ottawa's incursion into the area, Nicholas Sparks and other Ottawa merchants circulated a petition early in 1860 asking Parliament for authority to build a railway to provide Ottawa with direct service through the Ottawa Valley. (Tasse, 1994, p.9)

SUMMARY AND CONCLUSIONS

Conclusions

The storied history of transportation in Lanark County is delightfully diverse and full of red-blooded Ontario character. The people and places within the County's boundaries thrived and changed as modes of transportation rose and fell in popularity and economic viability. The main trends which may be observed have been documented and itemized within the framework of this report. To sum up: the rivers, lakes, and streams were the first "highways" in the area; road transportation was limited six months out of twelve; rail technology did not enter into the picture until the 1850's. In some areas, the waterways were the only reliable means of moving people or goods from one place to another.

Road networks began to develop and improvements in the construction and maintenance of roads occurred between 1810 and 1840. The building of the Rideau Canal in the 1820's caused attention to be given to the construction of the Tay Canal and the possibility of linking the Mississippi River with the Rideau through Cockburn Creek. While the Tay Canal came into being, the idea of the link between the Mississippi and the Rideau never came to fruition.

With the failure of the First Tay Canal in the late 1840's and the subsequent infectious rise of "railroad fever", plank and corduroy road construction projects were abandoned. Roads suffered but railroads began to criss-cross the County, linking area towns and villages to large markets in the East, West, and across the border to the South.

The Rideau Canal remained a going concern into the 1900's. The Second Tay Canal was constructed in the 1880's by the ever-optimistic Tay Navigation Company, heedless of the miserable failure of the First Tay Canal. Its eventual decline was foreshadowed by new developments in road construction (such as Macadam roads along with cheaper methods of construction) and the continued popularity and economic good sense inherent in transportation by rail. The Rideau Canal suffered the same fate as the Tay eventually, although today remains a recreational boaters paradise as well as a vacation and holiday hotspot second to none in the Province of Ontario.

The road network in Lanark County is the most often used mode of transportation today. The Tay River and the Rideau River no longer are used to transport goods or produce from the farms of interior municipalities. Instead, Lanark County vegetables, grain crops, and livestock are transported to market on the roads and highways. Major rail lines still do pass through the county but they play a diminished role in the transport of people and no role at all in the transport of manufactured goods or foodstuffs from County producers to surrounding markets. The C.P.R. car shops in Perth have long since been dismantled. Smiths Falls continues to have VIA rail passenger service in perhaps the only operating railway station in Lanark County.

The pioneer transportation days in Lanark County are long gone. No more do huge cribs of logs pass under Pakenham's historic Five-Arch Stone Bridge on the way to markets in Quebec, passing through the chute with the sound of thunder, slashing the water to foamy ribbons. Instead, a quartet of canoeists slip quietly out of the river upstream from the bridge, portage the short distance around the falls, slide back into the waters of the Mississippi, and disappear down

the river, their paddles dipping and flashing wetly in the fading sunlight, heedless of the history through which they have passed without a ripple.

No more do elegant steamships thrash the waters of the Rideau Canal with their paddle-wheels, steam-whistles blowing mournfully, muffled by the early-morning mist. Instead, houseboats, Sea-doo's, bass-boats, and ski-boats slash the waters of the Rideau River as they tear along, searching for both the thrill of speed in the summer sun and the elusive bass which haunt the deep-water pools and weed-lines.

No more do the ox-carts and buggies rumble over corduroy roads or splash through muddy bogs, the horses sweat-stained and straining, the passengers mud-spattered and weary, all but shaken apart as they careen over jutting stumps and bone-jarring rocks. Instead, a family of five piles into the mini-van, the children laughing, the dog barking, as they pull out of the driveway onto a smoothly paved blacktop road, converting the laborious and oft-times fatal two-day 1830 journey from Pakenham to Perth into an enjoyable, low-stress Sunday afternoon shopping and dinner excursion.

No more do wood-burning locomotives pull up to the station, wisps of steam curling from the boiler valves, brakes binding and squealing, frightening the delighted children gathered on hand hoping against hope for a short ride up the line. Instead, the impersonal diesel thunders over the crossings, a clanging, blaring, Dopplered monster, unstoppable and mighty in its rage. Everything in its path stops dead as it sweeps by, making us slacken our frenetic pace for a moment or two. Then, as the snarl of the engine and the scream of the whistle fade into the distance, an echo remains, hanging suspended and motionless in the air as time again begins to accelerate all around it. It is a quieter, gentler echo, a reflection of an era which is long since past, an era of hopes and dreams for the future.

APPENDIX I

Miscellaneous information on a variety of subjects
within Lanark County

AREA 1

Ocean Passage from Europe

Typical transportation from Europe to Lanark County included passage on ocean-going vessels (such as the Niagara), by bateaux up-river from Lachine upon reaching Montreal, some passage via oxcart's and sleds, then steamboats up smaller rivers as far as possible, then overland through the woods.

Ocean passage was furnished at cost of approximately 10 pounds per settler, with some additional deposits and, depending on the company, refundable upon location in the new township. Emigration societies were set up to bring people from Scotland and Britain to North America, including the Glasgow, Bridgetown TransAtlantic, Abercrombie, Bridgetown Canadian, Muslin Street, Abercrombie Street, TransAtlantic, Lesmahagow, and Anderson and Rutherglen Emigration Societies. (M.V.C. Report History, p.9)

Rivers were used initially as "routes of arrival" for settlers, the Ottawa and Rideau particularly.

Early Surveys and the Naming of the Townships:

The townships of Drummond and Bathurst were initially named and surveyed in 1816. They were the first townships to be laid out specifically for settlement by British emigrants and demobilized army and many personnel after the War of 1812-1814. Bathurst was named for Henry Bathurst, third Earl of Bathurst (1762-1834), who was empowered with "senior executive responsibility for the emigration and settlement provisions which led to the founding of Lanark County."

Drummond was the only township in Lanark County to be named for a native of Canada, Lieutenant-General Sir Gordon Drummond (1771-1838), who was second in command of Canada's force during the 1812 War.

Dalhousie Township was surveyed in 1820 and named in honour of Sir George Ramsay (1770-1838). He became Baron Dalhousie and ninth Earl of the ancient Scottish Earldom of Dalhousie. Ramsay was Governor-in-Chief of Canada from 1820-1828.

The townships of North and South Sherbrooke were surveyed in 1819 and named for General Sir John Coape Sherbrooke (1764-1830), Lieutenant-Governor of Nova Scotia during war of 1812. He served as Governor-in-Chief of Canada 1816-1818.

Lavant township was named in or before 1822 and was surveyed in 1822 and 1823. It was named in honour of the Duke of Richmond, Governor-in-Chief of the Dominion of Canada in 1818 and 1819. The township's name came from the Lavant River and village of Lavant near the county seat of Sussex, Goodwood House, which belonged to the Duke of Richmond.

In the south-eastern townships of Lanark County, concessions and concession roads run

East-West; in the north-western townships, the concessions run North-South. North and South Sherbrooke form a 60-degree pie-shaped triangle, the lower half of which has East-West concession lines, the northern half has North-South concessions. The concessions in Bathurst and Drummond run East-West, while Dalhousie and Lavant run North-South. This apparent confusion as to the direction in which the townships should be laid out was due in part to a lack of communication between the different parties of surveyors working throughout the area at different times in different places. Another explanation for this diversity is sheer incompetence on the part of certain surveyors, using inaccurate or hurried measurements, estimating rather than measuring in particularly rugged areas of the township. It has been said that if one could combine the area "lost" in inaccurate measurements by early survey parties, another whole township could be created.

Area 2

Early Settlers

The first settler on the Rideau was Roger Stevens. He staked his claim to land on the north shore where there was a good mill site. Steven's land was in Marlborough and Montague townships, which had yet to be surveyed.

The next settler after Roger Stevens was Stephen Burritt. He founded Burritt's Rapids, located about a mile west of Steven's homestead. A year later, William Merrick arrived six miles farther upstream and settled at the site of what has become present-day Merrickville. William Merrick had originally arrived in Elizabethtown (now Brockville) from Massachusetts in 1794, and moved north to the waterfall on the Rideau to commence milling operations.

William McCrea settled near the Merricks and, as a United Empire Loyalist with many children, he was entitled to 1200 acres of land. William died in 1806. William's son John was the first to cut a road from Montague Township to Perth.

The Stafford family also settled in Montague at this time. Stafford was an agent to bring in new settlers and received considerable land for his services. The Staffords and the McCreas owned much of Montague. Stafford worked with John Stegemann on the survey of Russell Township, which was later named Elmsley.

In 1774, William Fortune began the survey of Montague Township. In 1797, a census taken by Stegemann revealed that the Township contained Daniel Nettleton, Samuel Heck, Joseph Bartar, Michael Landry, William Brown and William McCrea.

Surveys of Elmsley and Burgess followed that of Montague and Loyalists took up land, but much of it was never occupied, particularly in Burgess because it was rock strewn and difficult to cultivate for farming. Much of this land was passed to speculators.

Although an emigration schedule had been set for the opening up of the Rideau area, they had not yet negotiated a treaty with the Indians, who still legally owned the land.

In 1841, North Burgess and North Elmsley became part of Bathurst District. The first organized movement to Burgess and Elmsley Townships took place in 1815. Most of the newcomers chose to settle north of the Rideau River. (McKenzie, p.52)

By 1817, there were only twelve post offices in the province. Up to that time, the mail came only once a week from Montreal up to Kingston. In 1826, during the summer season, the mail went downriver on Mondays and Thursdays and upriver on Tuesdays and Fridays.

Colonel Cockburn the Deputy Quarter Master General named Otty Lake after Captain Otty of the Navy. (McGill, p.15)

A creek connected Otty Lake with Pike Creek (now the Tay after the river in Scotland). It was decided that a settlement should commence on the east Bank of this creek in Drummond Township now known as Perth. The first settlers took up location along the town line, later called the Scotch Line, which separated the Townships of Bathurst and Burgess. (McGill, p.15)

Montague Township was inhabited 25 years before any other Township. Montague's Irish majority was typical of the following townships with the exception of Lanark. (Brown, p.114)

Communities within Montague include Andrewsville, Comries Corners, Griffith's Corners, Kilmarnock, Merrickville, Numogate, Rosedale, Pierce's Corners and Smiths Falls

In 1880, Numogate, which was situated on Highway 15, had a Cheese Factory and Public Hall.

Elmsley Township was named after Hon. John Elmsley, and was previously called Russell Township named after Receiver General Peter Russell.

Maple was the second highest percentage of trees in Montague Township in 1797. (Lockwood, p.37)
As late as 1830 there was only one school in Montague Township, but by 1839 with the increase in immigration there were four schools. By the 1840's and 1850's the number of schools numbered twenty. In 1839 there was a total of 100 students attending school, 13% of students were under 16. By 1860 most sections had adapted a free school system, all land owners in the section had a school assessment levied on their property. By 1871, school was compulsory between the ages of seven and twelve.

The Montague Agricultural society was established in 1800.

Smiths Falls

Smiths Falls was named after Thomas Smyth. The first permanent resident of Smiths Falls was probably Abel Russell Ward who built his home there in 1826 or 1827. Ward rebuilt the idle Smyth Sawmill and put it into operation in 1827.

Thomas Smyth had lost the property in 1824, to a Boston Merchant. It was then purchased by a Charles Jones for 105 pounds from a district sheriff's auction held in Brockville in August 1825. Jones then sold it to Ward for 600 pounds.

AREA 3

LOCAL HISTORY

White Pine and Timber Trade

"The first semblance of prosperity for most pioneer settlements in the Ottawa Valley arrived when its wealth of white pine trees began to cross the Atlantic as square timber. It was rafted down its rivers and the St. Lawrence to Quebec City for the British market. Local trade and industrial and agricultural capital of the Ottawa Valley were developed by the exploitation of the great forests which lay untouched after early settlers had cleared their farmsites, and after little villages had sprung up along the rivers which were to carry the industry's timber and logs to distant markets and to later major local mills." (Brown, 1969, p.38)

The waters of Ontario's Mississippi River and its tributaries also gave birth to many of the major towns and villages which emerged in the northeastern component of Lanark County, during this period including the communities of Carleton Place, Almonte, Pakenham, Clayton, Appleton and Blakney.

"In its working haydays of lumbering and of waterpower and as a basic asset of its district today, the junior Mississippi has remained a life artery of its towns and smaller communities and the countryside along a hundred miles of its watershed." (Brown, 1969, p.51)

The Provisioning Economy

Northeastern Lanark County's early farmers survived during the 1820's and even prospered in the thirties and forties as a direct result of their close proximity to the massive market for their produce in the upper Ottawa Valley timber industry and the opening up of limited road and reliable river transportation for ready access to that market.

In addition to selling logs and provisions to the timber industry, farmers in Beckwith and Ramsay townships began shipping potash down the Mississippi and Ottawa River on rafts for the Montreal market during the 1830's.

Major potash works were subsequently located at Morphy's Falls (Carleton Place), Sumner's Corners (Ashton), and Franktown to produce solely for this export market.

In the 1820's and 1830's timber was also floated out from central and southern Beckwith on the Jock or Goodwood River, from Lanark on the Clyde River, and from Pakenham Township on the Indian River.

As the focus of timbering on the Mississippi moved upriver from Beckwith and Ramsay in the 1840's, this region continued to benefit from the timber trade through the construction of a major sawmill at Carleton Place in 1842, and the accelerated shipment of provisions on timber rafts along the Mississippi.

As a consequence of these activities the economy of Beckwith and Ramsay townships moved from subsistence agriculture in the mid 1820's to supplying wheat to construction sites along the Rideau waterway in the late 1820's and early 1830's.

Wheat for Builders of the Rideau Canal

Thus while farmers along the Mississippi were supplying wheat for the upper Ottawa timber industry during this period, the farmers of southern Beckwith had a much closer and more immediately lucrative cash market. "They supplied wheat to the largest concentration of building sites on the Rideau Canal directly south of them, drawing their crops along the road from Franktown to Maitland's Rapids (later Kilmarnock) to the sites between Smiths Falls and Burritt's Rapids where fourteen massive locks were being constructed." (Lockwood, p.118)

In the late 1820's the farmers of southern and western Beckwith commenced making annual winter hauls of their crops to the Bytown market by horse drawn sleigh.

For farmers in northern Beckwith and Ramsay, the Mississippi River offered a turbulent but well-established route to send their crops to the timber trade market of the Upper Ottawa.

Lanark and Dalhousie farmers supplied the timber camps on the upper Mississippi, sending provisions to the men who were at work in the shanty's, in canoes and small rafts which could carry limited but valuable supplies to timber operations in the region.

By 1836 it was estimated that the timber trade paid out £15,000 in cash each year for agricultural products on the Bytown market, in addition to securing large quantities of goods through barter.

Timber Trade in the Valley

During the early and mid-1800's, the maintenance of a healthy lumbering industry was, of course, vital to farmer and tradesmen alike.

"The move of Beckwith men into the lumber industry during the winter appears to have developed in the late 1860's, after the railroad had reached the Ottawa River, the Gillies and Caldwell's established large sawmills at Carleton Place to transform the rafts of logs descending the Mississippi into sawn lumber to be shipped south on the Brockville and Ottawa railway to American markets." (Lockwood, p.292)

Despite the wealth and relative economic stability generated by the timber industry during this period, the complexity of the timber operations in the valley and the hazards that early lumbermen faced were immense.

The first step to entering the industry was to secure timber limits which was done by applying for a license to cut timber on crown lands at a certain stumpage. Then if the timber operator was large and had sufficient capital and experience to get his timber to market

unassisted, he could reap a very significant financial return and come back from Quebec with enough profit to live well in the off season and outfit a much larger timber operation in the subsequent year.

However, if the timber operator was small and without financial capital (as most were in the early-and mid-1800's) the road to timber-based prosperity was more difficult. Smaller operators had to first find a supplier who would advance provisions and clothing for their men, in addition to sufficient operators capital. When the lumber camps were established and the supplies, men, and horses or oxen were transported to the bush, timber making would begin.

In the early days of lumbering, oxen were preferred for hauling logs on the ice-covered tributary streams. With the coming of spring melting ice and snow would usually swell the streams sufficiently to float out the logs...Ice formed the only bridges, snow the only passable roads, and these would leave the lumbermen first when they needed them most...

However, with luck, break-up would find the timbers safely on the tributary streams with sufficient volume of water to carry them swiftly to navigable waters. If the stream to which the timber was hauled was not navigable for cribs, "driving" would be resorted to - that is the loose sticks would be floated down and the lumberjacks would follow in canoes or along shore to bring up stragglers or free any timbers grounded or caught along the way...

The cribs, containing about twenty pieces of timber each, were formed by placing two round logs called "floats" about twenty-four feet apart and bringing the square timber between them...To keep the square timber from moving backward and forward, four heavy sticks called "loading timbers" were dragged on top of the traverses... If the lumberman was lucky enough to survive the ordeals of getting his timber to the Ottawa River, it could there be made into a raft of as many as 50 cribs...The Ottawa would have sufficient current to bring the raft down, and if the weather was fair, a sail could be used. The raft, of course, would have to be broken into cribs at the different rapids, slides, and canals on the way to Quebec.... (McGiffin, pp.113-115)

A lumberman who arrived home uninjured and with a substantial profit was a fortunate man, for the hazards associated with logging, driving and marketing timber in the early-and mid-1800's were significant.

Carleton Place

Carleton Place was incorporated in January of 1890. The site for the town hall and fire station was purchased in October of 1891. "The 1891 census showed that Carleton Place was not only the largest town in Lanark County but also the largest incorporated town in the Ottawa valley and the largest town apart from Winnipeg on the continental line of the Canadian Pacific railway between Montreal and Vancouver." (Lockwood, p.478)

In 1852, Carleton Place had more than double the inhabitants of Almonte. And yet nine years later, in 1861, Almonte had more than twice as many people as Carleton Place. This growth occurred before Almonte had rail transportation and continued until the early 1880's.

The Carleton Place *Herald* predicted that the town "is destined at an early day, to become the most important point on the Mississippi river for the manufacture of sawn lumber". (Lockwood, pp.372-373)

"The development of a textile industry at Carleton Place flowed naturally enough from the weaving heritage of the Beckwith highlanders, but it developed only after the initial subsistence stage of pioneer agriculture had passed." (Lockwood, p.126)

Since it was spinning and weaving at which the Scottish highlanders in Beckwith and the lowlanders in Ramsay excelled, they took ready advantage of the carding and fulling mills respectively established by Allan McDonald and James Rosamond in 1835 and 1837, rather than take up their time at home with carding small lots of wool.

"The farmers then took their carded wool home for spinning and weaving. After the cloth was woven Beckwith inhabitants returned to Carleton Place to have it fulled, that is, soaked in warm soapy water, wrung out and stretched to produce a warm, thick strong and pliable material with a consistent finish." (Lockwood, p.126)

These local carding and fulling mills proved so popular with area residents that James Rosamond of Carleton Place was moved to fit up his wool carding and cloth dressing establishment with machines for spinning and weaving as well in June of 1846 and to commence accepting wool for manufacturer either on shares or for a set fee by the yard from that date on.

"Within thirty-five years of its first settlement, Carleton Place had grown to a village of about six hundred persons. Village settlement began in the 1820's based on the waterpower available for mill operations." (Brown, 1984, p.146)

Indeed, the thirty foot fall of water at Morphy's Falls first attracted Hugh Boulton from Leeds County to build a grist mill on the south bank of the Mississippi and a sawmill on the north bank. Boulton was a village founder and the first local mill operator. The village, first called Morphy's Falls and sometimes Boulton's Mills, grew with the establishment of his grist mill in 1823. The surrounding townships lots had been granted to Edward Morphy and his three sons in 1819 who were newly arrived from Ireland. Boulton's purchase of land at the falls was subject to his establishment of a grist mill. He then added an oatmeal mill, both were held by him and then his son Hugh until the 1860's. "In 1870 these pioneer milling enterprises on the south side of the river were taken over from William Bredin by Horace Brown, who built a roller process flour mill operated by H. Brown and Sons until 1929." (Brown, 1984, p.148)

By 1832 the Village of Carleton Place was described as being "much improved" and containing three of four stores, two mills, a distillery and several other useful works.

The increasing movement of Scottish lowland weavers and Peter Robinson settlers into the villages of northern Beckwith and southern Ramsay made its outlook culturally and politically different from that of most inhabitants of rural Beckwith.

Manufacturing based on the excellent waterpower available and local agriculture also attracted physicians and other professionals to the village, as more ambitious buildings were constructed in the village of Carleton Place in the 1840's. The growth and prosperity of Carleton Place in the 1840's was the town's transformation from a hamlet in which all structures were built of log in the early 1830's to a village of sixty houses in 1851 (thirty of which were frame, ten of which were stone).

"Before the start of the Canadian railway era, James Rosamond's Victoria Woollen Factory in Carleton Place had provided a forecast of industrial future for many Ottawa Valley towns." (Brown, 1984, p.148) This wool carding mill establishment, which was originally founded in the 1830s, had rapidly become a woollen cloth factory supplying cassimeres, satinettes, tartans, plaids, doeskins, tweeds, blankets, etc.

Rosamond himself was also personally associated briefly with a local sawmill business in addition to serving as Treasurer of the Municipality of Beckwith before moving his family and business interests to Almonte after more than 25 years as a prominent citizen of Carleton Place.

Robert Bell and James Rosamond, following the dissolving in 1836 of the "partnership relating to Carleton Place Mills" between John McEwan and Rosamond, became partners in various business ventures. "Bell and Rosamond ran grist, oatmeal and sawmills in addition to the carding and fulling mill which Rosamond operated by himself. The productivity of their sawmill is indicated by an 1847 advertisement offering for sale "200,000 feet inch Board, in 12, 14, 16, and 18 feet long; 100,000 feet 1½ inch planks; 2 inch planks, clapboards, lath, scantling, rafters and joists"." (McGiffin, p.132)

By 1846, there was "the carding mill and fulling mill of Allan McDonald; the blacksmith forges of Duncan McGregor and James Duncan; the carpenter shops of David Pattie, John McLaughlin and William Moffat; the boot and shoe stores of James Morphy, Joseph Bond and James Coleman; the cooper shop of Adsolem McCaffrey; the timber shops of Walter Scott, Henry Fitzpatrick, a Mr. Laidlaw and Patrick Galvin; the harness shop operated by David McNab and Israel Webster for Bell and Rosamond; and the waggon shops of John Graham, Michael Walsh and Joseph Pittard." (McGiffin, p.132)

The community's first iron foundry was that of Samuel Fuller, who in the 1840's began casting stoves, sawmill fittings and ploughs on a small scale. In 1858 "fire broke out in the new foundry and machine shop of Mr. Samuel Fuller of this place and, before any assistance could be rendered, the building and its contents were totally consumed"." (Brown, 1984, p.150) Fuller's Foundry was eventually acquired by Allan McDonald and continued for a few years until 1871 by John Grant.

By 1851, Carleton Place was deemed "a considerable Village containing about 500

inhabitants". It emerged as the principal marketing centre for the produce and services of rural farmers in the 1840's. During this period, produce and supplies such as flour, mess pork, prime pork, butter and later cheese, and harness leather were remotely shipped down river from Carleton Place in barrels and bales to serve the Bytown market.

The town's chart of its future, drawn at Confederation by forest resources, rail transportation and the new Gillies sawmill, was underlined within two years by a second large sawmill built by a member of Lanark County's other most famed family of the lumber industry, the Caldwells of Lanark. (Brown, 1969, p.39)

"The lumber industry of the Ottawa Valley brought railway transportation and other industries and moulded the future of the Valley countryside and its towns and cities from the smallest to the largest. In its imperial heyday the lumber industry also brought to Lanark County its most famous business dispute. It centered on the two lumber firms of Peter McLaren and Boyd Caldwell, which had their main sawmills at Carleton Place, and on the question of whether one firm could use its dams and timber slides to prevent all others from passing their logs downstream from above those structures. This controversy reached the floors of Parliament and the Supreme Court of Canada and had created an issue of national bearing on federal and provincial relations." (Brown, 1969, p.40) The Privy Council in London ended the dispute by supporting Caldwell's claim of the rights of public navigation on public waterways. The enactment of the Ontario Streams Act was the major outcome of this dispute.

From the building of the new Gillies and McLaren sawmill in Carleton Place in the year of Confederation to its purchase by the Canada Lumber Company, the number of persons living in the community rose from 700 to 3,600. (Brown, 1969, p.41)

Rough Lumber Men

"Deeds of the Caldwells and their men, like those of the Gillies, provide the backbone of much of the early history and legends of North Lanark and a colorful share of those of the whole Ottawa Valley. There were men like Larry Frost, who could handle any fighting men of the woods of the Mississippi and the Madawaska or, if need be, of farther afield. He was a foreman for the elder Sandy Caldwell's son W. C. Caldwell, "The Member" (of the Ontario Legislature of six elections), who in Carleton Place staked the start of the flour milling firm first known as Caldwell & Brown." (Brown, 1969, p.39-40)

"The peak of sawmill industrial construction on the Mississippi had been reached by 1888, when the largest sawmill to be built in Carleton Place was put into operation by the Canada Lumber Company. In the same year, as if their work were done, pioneer lumbermen John Gillies and Boyd Caldwell, the founders of the town's two leading manufacturing enterprises, died within a week. Gillies, Caldwell and McLaren were the three most memorable names of the days of nineteenth century Mississippi lumbering." (Brown, 1969, p.43)

Deaths on the Mississippi:

" The *Courier* of May 18, 1838, tells a touching story:

On Friday last, a fine young child about three years of age belonging to A. Dixon, Esq., of Pakenham Mills, on the river Mississippi, happening to wander from the door unfortunately fell into the timber slide and was drowned.

And in the same issue of the *Courier* a second item tells an even sadder story:

We are informed that during the interval which intervened between the drowning and burial of a child of A. Dickson, Esq., Pakenham... that another child of the unfortunate parents was brought in having similar fate, both were put into the same coffin and interred in the one grave." (McGiffin, p.93)

The Almonte Area

"When the northward rush of farm settlement in Lanark County reached Ramsay Township, the town of Almonte and village of Clayton soon were started as little frontier communities based on the water-power sites on the Mississippi and Indian Rivers....The grist and sawmills of Daniel Shipman built at Ramsay's "Grand Falls in the Mississippi" in 1823 became the nucleus of a village which grew to become the town of Almonte.

Clayton had its origin little more than a year later than Almonte, when Edward Bellamy obtained the water privilege of the falls on the Indian River there....Blakeney...came next in time of origin, under the name of Snedden's Mills. Not far from Snedden's the small hamlet of Bennie's corners developed. Nearby on the Indian River were Toshack's carding mill and Baird's grist mill." (Brown, 1984, p.127)

"The community of Almonte was known first as Shepherd's Falls, and next as Shipman's Mills, Thereafter until the 1850's it remained a small village generally called Ramsayville." (Brown, 1984, p.132) With the arrival of its first woollen mills and with railway transportation, it grew in a period of about thirty years to become the leading centre of the Canadian woollen textile manufacturing industry.

"Rights to land now forming the greater part of Almonte were granted in 1821 and 1822 to John Gemmill, James Shaw and David Shepherd. John Gemmill's land ran from Highway 29 to the exhibition grounds in the southern part of the present town of Almonte. (Brown, 1984, p.131)

In 1823 Daniel Shipman relocated his wife and family from the Brockville district to Ramsay, where he acquired possession of the central properties of David Shepherd, and completed construction of the village's first two water powered mills. Shipman's last residence, built in 1837, became the Almonte House hotel.

The Almonte community's first carding and fulling mill is reported to have been put in operation by Daniel Shipman's Brother-in-law, Mr. Boyce; a planing mill and wagon-making shop

by John M. Haskin; and early tanneries by Thomas Mansel and Smith Coleman....Almonte in 1857 had a population of about five hundred persons. Its industrial growth was hastened in the late 1850s by the building of the Brockville and Ottawa Railway line. Before the railroad from Brockville reached the Ottawa River at Sand Point in 1864, it ran for five years to a temporary northern terminus at Almonte. (Brown, 1984, p.136)

In 1855, James Rosamond of Carleton Place, a shareholder of the short lived Ramsay corporation, moved his woollen mill operations and place of residence from Carleton Place to Almonte. In 1870, Almonte was incorporated as a village of 2,000 persons.

In 1824 on the Indian River near where some of the last Indians of Ramsay Township lived, Edward Bellamy purchased a mill site. A village of 250 inhabitants grew up around these mills, which was called Bellamy's Mills until its post office name was changed to Clifton in the early 1850's and then to Clayton in 1858. (Brown, 1984, p.127)

"By 1871, about twenty businesses were in operation at and near Clayton. They included a grist mill, a cooperage plant, Coulter's and Gemmill's hotels, McNeill's tannery, the sawmills of Timothy Foley, Daniel Drummond and William Smith; James McClary's planing mill, Timothy Blair's carding mill and J. and A. Hunter's woollen cloth factory", all of which were directly or indirectly dependent on the water power supplied by the Indian River. (Brown, 1984, p.127)

James Snedden, one of the Lanark society settlers, received one hundred acres of land in 1821 which ran from the present Highway 29 to the village of Blakeney. "Around the Snedden establishment on the Mississippi, a small community grew, known as Snedden's Mills until the 1850s when it was named Rosebank. It was renamed Blakeney when the post office of the area was moved here in 1874 from Bennie's Corners, with Peter McDougall as postmaster." (Brown, 1984, p.130)

"The village of Appleton was settled and developed by members of the Teskey family who came to Ramsay Township in 1823 from southern Ireland....Joseph, the eldest son, had obtained his hundred acre lot at a location known as Apple Tree Falls on the Mississippi. On the strength of the natural assets and the initial enterprise of three Teskey brothers, a small community developed in the next thirty years, known for a time as Teskeyville and as Appleton Falls. With a population of about 75 persons by the middle of the 1850's, it contained Joseph Teskey's grist mill and Robert Teskey's sawmill was equipped with two upright saw and a public timber slide...A foundry and machine shop were added shortly before 1860, when the village had a population of three hundred. Albert Teskey, a younger brother who lived to 1887, also engaged in lumbering and became reeve of Ramsay township. A flour mill in a stone building erected in 1853 by Joseph Teskey below the east side of the Appleton Falls was operated after his death in 1865 by his son Milton. It was sold in 1900 to H. Brown & Sons of Carleton Place and acquired several years later by Thomas Boyd Caldwell (1856-1932) of Lanark, who was then member of Parliament for North Lanark.

Robert Teskey, a magistrate for over forty years, built in 1863 a four storey woollen mill of stone construction. He retired a year later and lived until 1892. This Appleton woollen mill,

later doubled in size, was operated by his son John Adam Teskey (1837-1908) with the assistance for a time of his brother-in-law, William Bredin, and his brother Rufus Teskey." (Brown, 1984, p.128)

Prior to the depression of the 1870's, the village also had two other firms which were actively engaged in manufacturing tweeds, flannels and blankets. They were Charles T. Drinkwater & Sons and Lancelot Routh & Company.

The Village of Pakenham

The Village of Pakenham was founded in 1823 by Robert Harvey and John Powell. The population of the township was only 309 people: there were 90 men age 16 and over, 67 women same age group, 74 boys and 78 girls under age the 16. Harvey and Powell were first attracted to the site by the water power available from the Mississippi River at a point commonly referred to as "Little Falls".

Shortly after their initial settlement in the area, they proceeded to construct a water powered sawmill, grist mill and potash works on the site. In 1831, the assets were purchased by Mr. Andrew Dickson of Fitzroy Township. Mr. Dickson expanded and improved the mills, and also added a lumber yard, timber slide, store and post office to the settlement.

As a result of its strategic location on the Mississippi River, the community, now known as Pakenham Mills, benefitted from provisioning the timber trade and by 1840 possessed an impressive array of well-established trades shops including three blacksmiths, two cooperages, a carpenter, a cabinet-makers shop, a harness maker, two tailors, a bakery, a tinsmithy and three shoemaking shops.

In 1844, Mr. Dickson added a carding mill to his other enterprises in the village. Several years later, another water powered carding and fulling mill was constructed, by the Royce Brothers. This new Royce family mill was capable of carding 8,000 pounds of wool and fulling, 4,000 yards of cloth and flannel annually.

By 1856, when the village was renamed "Pakenham", it had grown into a major northern manufacturing centre for the production of cheese, flour, leather products, lumber and woollen goods with a population of over 600 persons.

The Railroad and Pakenham

"In 1852 and 1853 nearly every village held meetings, and drew up resolutions on the subject of a railway that would pass through the old District of Bathurst linking the St. Lawrence to the Ottawa. Some inhabitants had the opinion that the railroad should be constructed from Brockville through Smiths Falls, Carleton Place, Pakenham and thence to the mouth of the Madawaska and, ultimately, along the banks of the Ottawa River to Pembroke. Others advocated a more or less direct line from Brockville to Pembroke - the line to diverge a few miles to avoid

crossing Mississippi, White, and Muskrat Lakes." (McGiffin, p.172)

One of the resolutions put forward by Pakenham railroad enthusiasts was that: "the land in this portion of the country is equal to any other in Canada, but we labour under great disadvantage from our inland position, causing an enormous cost on all heavy article of import and export. We therefore believe that a railroad from the waters of the St. Lawrence to the Ottawa, at Pembroke passing by Carleton Place and to the mouth of the Madawaska River, would meet all the wants of this country." (McGiffin, p.173)

Pakenham Township

"This township, which was named after Col. Pakenham, an officer in the British Army, is the north-eastern municipal subdivison of Lanark County, being bounded northwards by the Township of McNab, in Renfrew; on the east by the Township of Fitzroy, in Carleton; and on the south and west respectively by Ramsay and Darling." (Cummings, p. 21)

The Mississippi River runs through the south-eastern portion of the township, and supplies magnificent water-power at the Village of Pakenham. Here the Canada Central Railway crosses the river, thus giving the place the advantages of both natural motive power and cheap transportation facilities; and Pakenham Village being situated near the centre of the best and most thickly populated portion of the township, those advantages have been in great measure the means of advancing its interests as a whole, as well that portion comprising and immediately surrounding the village. Numerous other streams run from the north-west into the Mississippi, draining a number of small lakes such as are to be found in profusion everywhere among the Laurentian hills." (Cummings, p. 210)

"In 1856 Mr. Andrew Dickson laid out the village plot, and registered it under the name of Pakenham, by which it has since been known. It is now a station of no little consequence, containing a population of over six hundred; is quite an important produce market, and the seat of considerable manufactures in cheese, flour, leather, lumber, and woollen goods; has the best mail express and telegraphic facilities; and comands a local trade, indicated by the presence of twenty mercantile establishments of various kinds, of which six are general stores." (Cummings, p. 21)

"Mr. Dickson, the father of Pakenham, was a native of Dalkeith, Scotland, whence he emigrated to Nova Scotia in 1819, and to Lanark County in 1821. He settled first at Perth. He was subsequently appointed Sheriff of the old Bathurst District, succeeding John Powell in the incumbency of that office." (Cummings, p. 21)

Township of Darling

"Occupying a central place in the northern tier of townships with Lanark County, Darling is bounded on the north by the Township of Bagot, in Renfrew; on the west by Lavant; Lanark Township forms its southern-and Pakenham its eastern confine."

Besides being one of the most northerly, it is one of the most sparsely settled and roughest

townships in the county.

Darling received its first settlers soon after immigration into more southernly townships became general, and Hugh O'Brien is said to merit the distinction of being the pioneer of the township." (Cummings, p. 21)

Lanark Village

Lanark Village was first established in 1820 as a military supply depot for the Lanark Society settlers who would eventually populate the townships of Lanark, Ramsay, Dalhousie and North Sherbrooke. The village is located in the extreme southern part of Lanark County, near the western limit, and is traversed by the Clyde River.

Many of the village's first settlers were unemployed Scottish weavers who were transported to North America by the British Government to escape the depression in their native Lanarkshire by emigrating with their families to Upper Canada.

The village's first store and water powered grist mill were established by Alex Ferguson in 1821. Despite the poor quality of the agricultural land in the region, Lanark Village grew by leaps and bounds during the 1820's as a result of the continued influx of new immigrants into the area and continued to prosper in the thirties and forties through provisioning the timber trade which rapidly developed along the Clyde and Mississippi Rivers.

By the mid-1800's, the lumbermen and their enterprises had brought unforeseen prosperity to the region through the establishment of water powered saw mills, planing mills, and timber slides and the employment of large numbers of men in their logging camps along the Clyde which brought new economic vitality to the village and surrounding area. (Purdon, p.1)

The Caldwell Woollen Mills, which were established in Lanark Village in the 1850's, rapidly became the community's largest employer and helped to facilitate and support the establishment of other commercial enterprises within the village in the 1860's.

In 1871, after more than fifty years of sustained growth, the population of Lanark Village stabilized at approximately 740 persons.

"The Village of Lanark is situated twelve miles north of Perth, and having no railway facilities, is dependent upon wheeled conveyances for intercourse with the outside world, receiving a daily mail by stage off Perth. Though there is nothing calling for special comment in either village or township beyond what has been already remarked, we might add, without doing violence to facts, that appearances indicate the prevalence of enterprise and industry to an admirable degree." (Cumming, p.22)

Scottish Weavers

"The first white settlers came to what is now the Village of Lanark in 1820. Many of

them were unemployed Scottish weavers who had petitioned the British Government to help them escape the severe depression in their native Lanarkshire by emigrating with their families to Canada. The British Government favoured this petition. The weavers' departure would mean less mouths to feed. They hoped the new settlements would form a secondary line of defense against the Yankees, who had so recently invaded Canada.

After six weeks at sea with little proper food, and an arduous seventy-four mile trek from Quebec, the tired immigrants arrived at the new Government Supply Depot, which was situated at the bend of the Clyde River (about 14 miles from Perth). They were poorly trained for the rugged life, but with the help of the Military men, Loyalists and neighbours, they built their homesteads on 100-200 acre lots that had been surveyed for them in the dense forests." (Purdon, p.1)

Farm Implements

Farm implements used on a farm in Beckwith in 1868 included: double buggies, double wagons, double sleigh, large and small bobsleds, two pairs of harrows, a reaping machine, a fanning mill, a road scraper, a turnip cultivator, a grindstone, a grain cradle, an iron plough, two wooden ploughs, two bucksaws, four grainforks, two hoes, two dung forks, two scythes, two spades, a shovel, reaping hooks, axes, a broad axe, a pick axe, a pit saw, an iron kettle, an iron wedge, a maple sugar pan, two sets of lumber harness, a set of ploughing harness, two sets of whippletrees, one wrapping chain, one tozzling chain, and six horses.

Unanimous Approval for the Railroad

"The Village Council tried year after year to encourage the railroad to service the Village, but other parts of the Township also wanted the railroad and its prospective prosperity for their own businesses. This was the only time that the Lanarkites voted unanimously for something; unfortunately, they were not successful in their attempt." (Purdon, p. 1)

Maple Syrup

In the early 1800's, in addition to the crops which early settlers had to wrest from the stony soil, pioneers discovered another product they could produce to sell and use for their own purposes, a product gleaned directly from the vast forests that covered the land: Maple Syrup

Lanark County today is known as the Maple Syrup Capital of Ontario, and the process began when the pioneers found large markets for their sweet product outside of the County and as the means to transport syrup to these markets were developed.

Once produced, it was shipped en masse from places such as Snow Road Station on the Kingston & Pembroke Railway, to markets in Western Canada. The Rideau Canal also served as a means for transporting the product that has made Lanark County famous today.

APPENDIX II

Railway Map and thumb-nail sketches of individual railways
which pass through Lanark County, or did at one time

1. THE ONTARIO AND QUEBEC RAILWAY

The Ontario and Quebec Railway Company was incorporated in 1871 in order to construct a line from Toronto to Ottawa by way of Peterborough and Madoc, to compete with the Grand Trunk between Quebec and Ontario.

The year 1881 brought a renewal of interest and capital. In the autumn of that year, field surveys were begun along the main line which would run 200 miles eastward from Toronto to Perth, through Peterborough, where it would connect with Canadian Pacific. Construction began in 1882 under Hugh Ryan's management with a completion date scheduled in 1884, sometime in the spring. The CPR already had the Perth car shops turning out railway cars and stock cars.

Work on the Ottawa and Quebec began simultaneously in various places along the proposed route, including westward from Perth, and eastward and westward from the Kingston and Pembroke Railway junction at Sharbot Lake.

At 5 p.m. May 5 1884, all lines of the CPR west of Perth were incorporated into and became part of the parent CPR system under the name of the Ontario Division under the supervision of William Whyte, General Superintendent.

2. THE KINGSTON & PEMBROKE RAILWAY

The K&P was chartered April 14, 1871, by Ben W. Folger and Chas. Gildersleeve, the latter a steamboat owner. The original charter called for the railway to link Kingston with Pembroke, with a ferry across the Ottawa River at Pembroke to the Quebec shore. The dream and the reality never quite matched up. After some initial difficulty with financing, the partners brought in R. F. Flower of New York City to help raise money. The first contractor, G.B. Phelps, defaulted in 1875 paving the way for the Flower family and the Folger family to become major players, with a controlling interest in the company. Local financial support was asked for, and in 1871 they received \$300,000 from the city of Kingston and \$100,000 from Renfrew County.

The first sod in the building of the K&P Railroad was turned near the Davis Tannery, Kingston, in the early spring of 1872, by the then Mayor, W. M. Drennan. The Folger Brothers were the Chief Promoters, and T. W. Nash was the Chief Engineer.

The head office of the company was at that time in the building directly opposite the main gate of the Tete-de-Pont Barracks. The new station was built in 1885 where it is now located in front of the City Buildings.

In 1878, construction of the railway reached the Mississippi River, where it remained stalled for some time: "The rugged terrain of Lavant Township was enough to defeat even the most determined workers". (Bennett, p.18) It was finally completed in 1884.

On January 1, 1913, the K&P officially became part of the CPR system. As early as

1903, however, the CPR had control of the K&P Railway Company, having purchased 83% of the capital stock.

3. THE CANADIAN NORTHERN RAILWAY

In 1896, two ex-railway men by the name of Mackenzie and Mann purchased the Lake Manitoba Railway and Canal Company which traversed Northwestern Manitoba. Through the turn of the century, Mackenzie and Mann continued to buy up small existing railway lines and non existing railway line charters at lower than market value prices, adding 350 miles to their Manitoba lines. By 1901, the Canadian Northern had gained access to acreage at the American border.

After the purchase of the Great Northern Railway, the Canadian Northern was able to gain access to a small Nova Scotia Railway and by 1907 Mackenzie and Mann owned over 2,600 miles of track. In the spring of 1914, the Canadian Northern was completed from Belleville to Ottawa.

The Canadian Northern Railway opened up for full operation between Toronto and Ottawa via Chaffey's Locks, Portland and Smiths Falls.

The Royal Commission reviewed the Canadian Northern's books in 1914 and found widespread corruption. Early in 1917, the report on its findings was completed and released. The government announced that it would be taking over the Canadian Northern. In 1919, the Canadian Northern was turned over to the Canadian National Railway.

4. THE BROCKVILLE AND OTTAWA RAILWAY

In January of 1853, caught up in the whirlwind of excitement of the early railway boom, a committee was formed to lobby for a charter to build a railway connecting Brockville with the Ottawa River. This railway, to be named the Brockville and Ottawa Railway, would serve to ensure that the rival town of Prescott would not have the sole railway trading link to the Ottawa Valley. Perth, the county seat of the United Counties of Lanark and Renfrew, was to be part of this connection by way of a branch line.

"On April 22, 1853, a charter was granted to the Brockville and Ottawa Railway Company to build a 5'6" gauge railway (the provincial gauge) from the St. Lawrence River at Brockville to the Ottawa River at Pembroke, a distance of about 130 miles, to pass through Smith's[sic] Falls and Arnprior, with a branch line from Perth to the main line near Smith's[sic] Falls." (Tasse, p.9)

The charter was amended in 1855 to include the construction of branch lines to Merrickville, Richmond, and Westport by way of Newborough. It was amended numerous times over the next few years for various reasons. The railroad, its owners and its buildings experienced

delays, financial difficulties and labour shortages.

While the line from Brockville to Almonte was completed as early as 1859, regular service from Brockville through to Arnprior and the end of the line at Sand Point began December 6, 1864.

The Brockville and Ottawa was taken over by the Canada Central Railway in 1877. Today, almost all of the trackage of the Brockville and Ottawa and Canada Central Railway is in use daily by CP Rail.

5. THE CANADA CENTRAL RAILWAY

The building of the Brockville and Ottawa Railway caused considerable upset in Ottawa due to the possibility of trade being pulled away from the city. On April 12 1860, a bill was introduced in the Legislative Assembly to incorporate the Canada Central Railway. The original backers of the railway, Bolckow and Vaughan, decided they could only finance the railway as far as Carleton Place. Combatting strikes, serious labour shortages, and financial difficulties, the line to Carleton Place was completed in mid-August of 1870.

The formal opening of the Canada Central occurred on September 15 1870 and regular service between Ottawa and Sand Point (the Carleton Place to Sand Point leg of the journey taking place over the Brockville and Ottawa's track) began the next day. In July of 1872, the Canada Central took out a 999 year lease on the northern portion of the Brockville and Ottawa's main line, from Carleton Place Junction to Sand Point.

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